

# Leslie's

*Illustrated Weekly Newspaper*

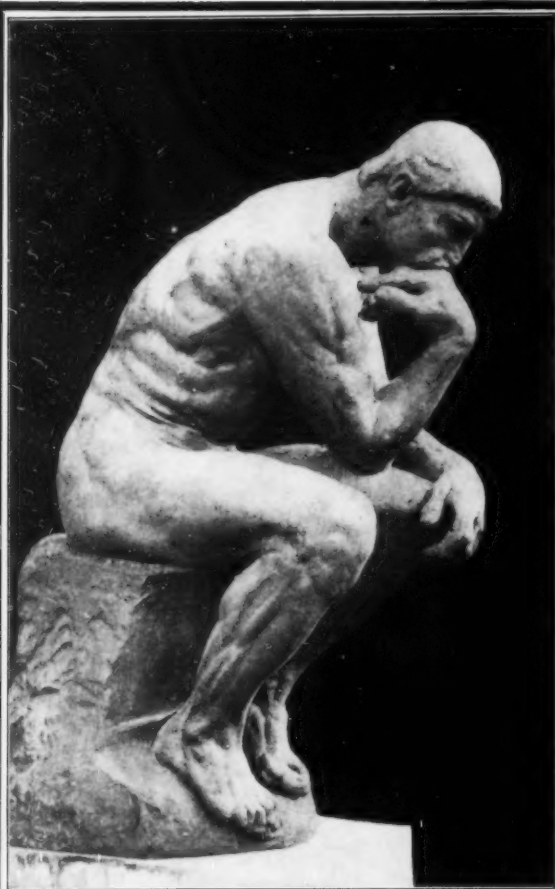
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THE THINKER

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Again—some foods are nourishing but not palatable to all tastes. But the mental food we are recommending is palatable because the books are interesting and entertaining—in fact, they are wonderful.

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These great scientists studied life from every angle. They will help you solve its problems. They will open your eyes to an understanding of its mysteries—to an appreciation of its potentialities.

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The story told in *The Origin of Species* is as wonderful as any tale of oriental enchantment. This book revolutionized modern thought. Where formerly there was chaos of speculation and theory, it substituted a revelation of Nature's immutable laws.

We are seeing the results of the application of these laws in the physical and mental improvement of the human race. Their application to economic problems has already added untold millions to the wealth of nations.

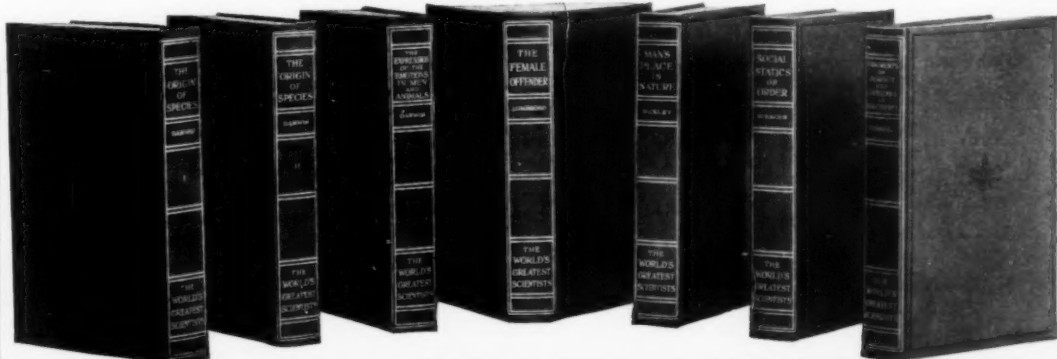
### Prof. Lombroso's Book on Criminology

As an illustration of the wide scope of this set, there is the volume on *The Female Offender*, by Prof. Lombroso. No more startling revelations can be found anywhere than those contained in the picture he draws of one aspect of the underworld in this book. *The Social Evil* is as old as creation. We find references to it in the records of the earliest civilizations. The descendants of Jezebel and Messalina are to be found in every stratum of society. The lair of "The Scarlet Woman" is located in almost every community. No study of Sociology therefore is complete that does not take into account her malign influence, and the correct measures necessary to combat that influence. Prof. Lombroso's work made an epoch in criminology because of the wide scope and systematic character of his researches.

### Titles of These Wonderful Volumes

- Vol. I. THE ORIGIN OF SPECIES:  
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THE SOCIAL EVIL, ETC.  
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Prof. Francis B. Crocker, Past President of the American Institute of Electrical Engineers, has contributed a very interesting introduction to Prof. Tyndall's "Lessons in Electricity" in which he sketches the history of the science of electricity and magnetism, and the development of their practical application, from the earliest recorded dates of their discovery down to the present day.







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Hats off! The season's birthday Queen!  
Forswear each care, forget each grudge,  
Fill up your glass to "Sweet Sixteen"  
And drink a toast to her with Judge!

PERHAPS you can't be as gay all year as you like to be on New Year's eve. Still you can assure yourself of some mighty happy Saturday nights if you make Judge your regular week-ender.

Judge doesn't preach, Judge doesn't teach, he leads no uplifts nor crusades, he apes no foreign antics but he does offer you many happy hours with America's best humorists—John Kendrick Bangs, Irving Bacheller and their colleagues—and America's best artists—Flagg, Fellows, Stahr, and the rest.

Put Judge on trial for three months at a dollar. You'll be glad enough to pay the costs. Fill out the coupon and send it in.

L-23

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# LESLIE'S

## ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States  
Established December 15, 1835

EDITED BY JOHN A. SLEICHER  
"In God We Trust"

CXXI

THURSDAY, DECEMBER 23, 1915

No. 3146

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It takes from ten days to two weeks to make a change.

# EW zinc

You know these trade-marks through National Periodical Advertising

In the early days of manufacture it was necessary only to please the King or the Queen—if you did that your fortune was made.

Royal approval was advertising enough. "But, in a democracy," says Max Nordau, "a single, however exalted, person, or a small circle's favor, would do very little for you. You must impress direct the mind of the million." And to effect this there is only one means, advertising.

In a democracy every man is king and every woman is queen—as far as buying is concerned. It is not enough to "impress the mind of the million"—you must please "the million" with the goods sold by your advertising. Otherwise the money spent in advertising will have been thrown away.

That is why goods offered for the

royal approval of "every man" and "every woman" are so generally good. They must be good goods or the maker's business will be killed by the royal disfavor of "the million."

Trade-marks are important cogs in the machinery of national advertising. They are the marks of identification by which "the million" is able to register its favor for goods bought. Branded articles are nearly always the best of their kind because the manufacturer who advertises them cannot afford to risk the disfavor of "the million."

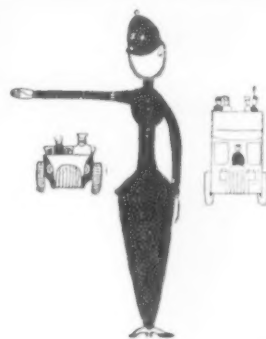
Trade-marks and national advertising are the two most important public servants in business today. Their whole tendency is to raise qualities and standardize them, while lowering prices and stabilizing them.

## Leslie's

Illustrated Weekly Newspaper

MEMBER OF THE QUOIN CLUB  
THE NATIONAL PERIODICAL ASSOCIATION

In answering advertisements please mention "Leslie's Weekly"



Stop where you are!  
Be a Modern! Read

## VANITY FAIR

Don't be a social back number!

Don't settle down comfortably in the ooze! The world is moving, moving on all eight cylinders—some folks are even moving on twelve—and you might just as well move along with them. If you are becoming an old fogey, or an old maid, or an old bachelor, or an old bore, read Vanity Fair, and presto! you will be nimble-witted and agile-minded again: The joy of the picnic, the life of the party, Sunshine in the home.

Six Months of Vanity Fair Will  
Enable You to Ignite a Dinner  
Party at Fifty Yards

Vanity Fair will chaperon you in a box at the opera, show you the most talked of paintings and sculptures; take you behind the scenes at the theatres; tell you what to talk about at dinners and dances; present you to all the metropolitan celebrities; give you a dash of golf and hockey and tennis and football; accelerate the pulse of your brain, in short, transform you from a social back number into a regular Class A human being.

Try a Little Dollar Diplomacy!

You think nothing—in your poor deluded way—of paying \$2.00 for a theatre ticket, or \$1.50 for a new novel, but you can secure, for \$1.00 (half the cost of a single theatre ticket, and less than the cost of a single novel) an entire winter of Vanity Fair and with it more entertainment than you can derive from dozens of sex plays or a shelf-full of problem novels.

Special Offer  
Six Months for One Dollar

Vanity Fair costs 25 cents a number or \$3 a year. Readers of this magazine using the coupon below can have a six months' trial subscription for One Dollar.

Stop where you are!  
Tear off this Coupon!

VANITY FAIR

449 Fourth Avenue, New York City

Enter my subscription to Vanity Fair for six months at the special rate of one dollar offered to readers of this magazine beginning with the December number. I shall remit One Dollar upon receipt of your bill.

Name .....

Full Address .....

Len. 12-23.



## Prove the Cadillac to yourself; then ask— “Where is there another such Motor Car?”

**D**ISMISS from your mind, for the moment, the new charms which the Cadillac eight-cylinder engine has contributed to motoring.

Dismiss from your mind its wonderful smoothness—its swift acceleration—its remarkable flexibility—its marvelous activity—its unusual hill climbing powers—its incomparable roadability—its superb luxury.

When you have dismissed these, then direct your thoughts in other channels—toward other factors which may make or unmake your physical comfort and your mental ease.

First, simply sit in the Cadillac.

Observe the depth of upholstery—how you recline in the seats as you do in your favorite armchair at home. Your position is one of rest and repose.

Then ride in the Cadillac—and ride in other cars which aspire to share its prestige.

But be not content with merely riding.

Sit behind the wheel and **drive** the Cadillac yourself.

Then **drive** other cars.

Then drive the Cadillac **again**.

Do not confine your comparisons to short drives over smooth roads.

Take the bad roads—the worse the better. Drive through sand and mud, hard roads and soft roads, up hill and down dale.

Observe, first, how much more softly the Cadillac clutch engages and how much more smoothly the car glides into motion.

Observe how much more easily you release the clutch, how much more easily you shift into “second”—then into “high.”

Depress the accelerator and observe how much more

quickly the Cadillac responds—no hesitation, no “loginess,” but an instantaneous “get-away.”

You come to a bad stretch of road, with irregular, weaving wheel tracks. Observe how much more easily the Cadillac is controlled—how it holds the road.

Observe how much more easily you turn the corners. No abnormal strength required to guide the car—just a gentle influencing of the steering wheel.

And then, the brakes. Observe how much more easily those of the Cadillac are applied. No straining of the muscles, no delay in the effectiveness, just a gentle pressure of your foot and the brakes are “on”—lightly or firmly as conditions demand.

Remember, that upon the ease and sureness in handling the steering and the braking **your safety depends**—regardless of whether you drive your own car or employ a chauffeur.

Observe that in the Cadillac, a sense of velvet softness characterizes every motion of the car and every action in its operation.

Observe that after a long drive, you have no feeling of fatigue, but in its place—one of intense exhilaration.

Now, recall the thoughts we asked you to dismiss—the wonderful smoothness—the swift acceleration—the remarkable flexibility—the marvelous activity—the unusual hill climbing powers—the incomparable roadability—the superb luxury.

Add to these the things which you have demonstrated to yourself—the extreme ease of operation and control—the absence of fatigue.

Add to these the Cadillac's reputation for long life, for constant, for enduring and for dependable service.

Then ask yourself:—

“Where is there another such motor car?”

### Styles and Prices

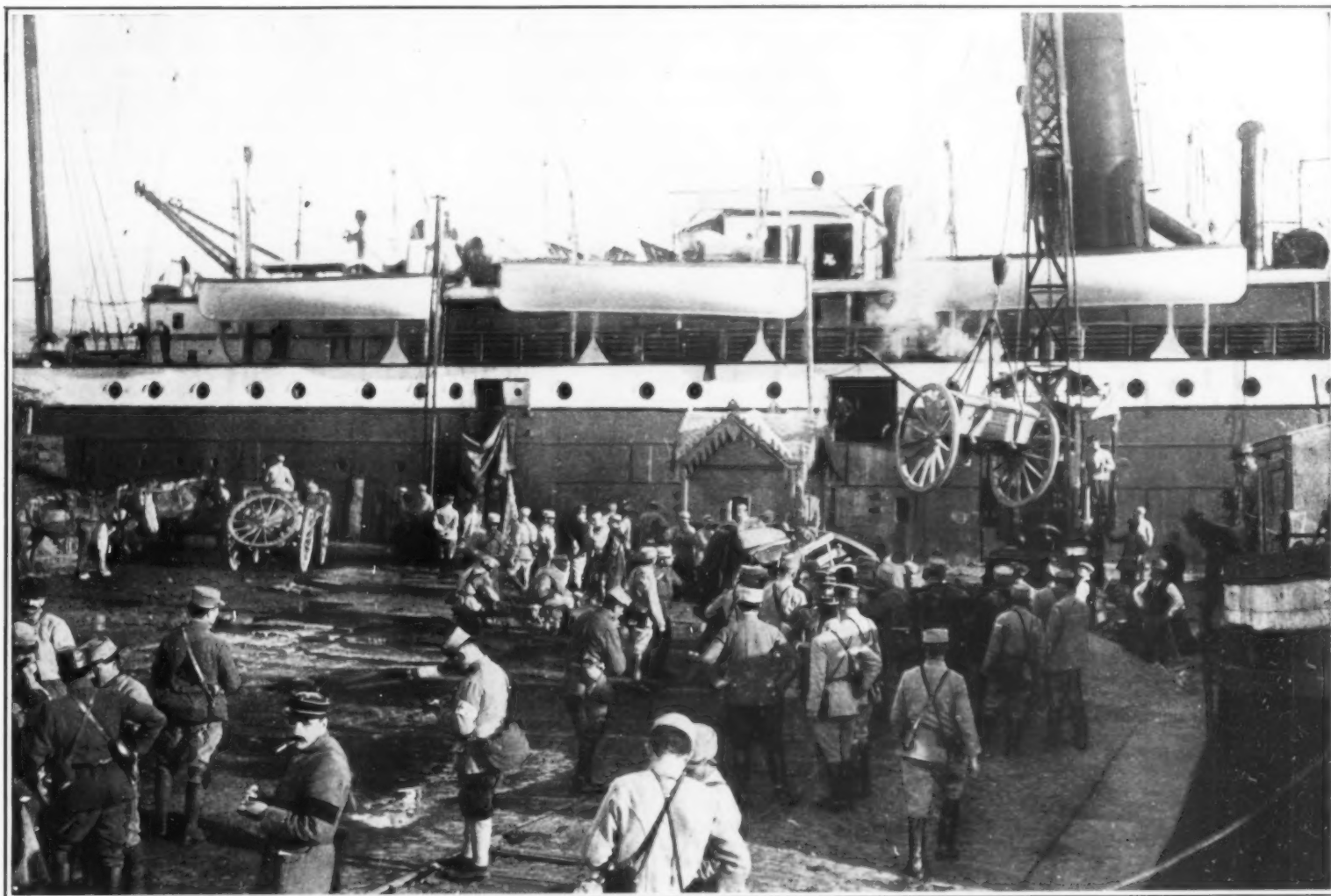
Standard Seven passenger car, Five passenger Salon and Roadster, \$2080. Three passenger Victoria, \$2400. Four passenger Coupe, \$2800. Five passenger Brougham, \$2950. Seven passenger Limousine, \$3450. Berlin, \$3600. Prices include standard equipment, F. O. B. Detroit.

**Cadillac Motor Car Co. Detroit, Mich.**



# ALLIES' GATEWAY TO THE BALKANS

PHOTOS BY JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



## ACTIVITIES AT SALONIKI

Mr. Hare here portrays, in splendid photographs, two phases of the Allies' activities at the Greek port which they have made their own—for the time being. The upper picture shows French troops disembarking from a transport. They came completely equipped for a long campaign far from a base. The lower picture is of British soldiers wounded at Gallipoli and brought to Saloniki. What necessity made it necessary to land them there, where hospital facilities are inadequate, Mr. Hare was not allowed to say. Nevertheless, there they were, probably awaiting an opportunity to embark for England on returning transports. Saloniki is one vast hurly-burly of military activity day and night. It is filled with Greek, British and French troops, new contingents arriving by sea as their predecessors move out along the railroad to Serbian Macedonia, where the Allies are fighting the Bulgars.



# EDITORIAL

LET THE THINKING PEOPLE RULE

## PARTISANSHIP CRUCIFIES PROSPERITY

**T**HIS is a good time for the country to take up such questions as preparedness from the non-partisan standpoint, as President Wilson recommends.

Partisanship has cursed the country long enough. It should not be permitted to meddle with the settlement of economical questions affecting national prosperity.

For years the business of the country was in need of banking reform. Both political parties promised it, but when a banking bill was offered in a Republican Congress, it was strangled by the other side, and when a Democratic bill was offered, Republicans opposed it.

The Wilson Banking Bill was modeled in part after the Aldrich Bill which Democratic Congressmen had killed. Bankers in both political parties urged that the Wilson Bill was unworkable and should be perfected.

It was, and then it received support from both parties. President Wilson signed it and it is a law. Why could not this great reform have been taken out of the realm of partisanship?

Now it is proposed to make the shipping bill a partisan question. Why not consult the shippers and business men and let experts assist in perfecting the measure?

Why should we not have a non-partisan tariff framed on the recommendations of chambers of commerce and representatives of the industrial interests embracing both employers and employees?

The success of the new Federal Reserve Board is largely due to the determination of its members to act without partisan considerations. Can we not have a tariff, also, that will be based on patriotism and not on partisanship?

Why forever crucify prosperity on the cross of politics and subordinate the public welfare to the demands of job-hunters?

## THE PRESIDENT'S MESSAGE

**T**HE swing of the pendulum is toward constructive policies. Everybody can see it. It has not escaped the White House and we trust it will not escape Congress. For the first time in some years, the annual message of the President is not punctuated with sharp shafts aimed at the railways, the industries, the corporations, the banks and the possessors and creators of wealth. It is a refreshing relief for which the country expresses its gratitude to President Wilson, though it would have been still more grateful if he had eliminated his ill-advised reference to the discredited shipping bill.

The thinking people of this country must be taught with every new generation the bitter lesson of experience. They have been led astray for over a decade by self-seeking demagogues thrusting themselves into places of power as the representatives of the people, only to betray the best interests of the latter. The people now realize their delusions. They are turning from the preachers of unrest and the noisy advocates of distrust.

Taking advantage of the opportunity the high cost of living created, these false leaders told the people that the corporations must be destroyed, the railroads regulated to death and the protective industries smashed. With all this done, we were to have more work, higher wages and a lower cost of living—all of which didn't happen.

The deluded people then began to wonder why. They discovered that when big business was crippled, little business suffered; that when the initiative was taken from industry, not only the capital invested suffered, but that every workman suffered with his employer.

The smashing of the railroads made nobody happier and brought distress to hundreds of thousands of security holders, shortened the hours of work of a million men and threw one-sixth of the railroads into bankruptcy. The Seaman's Law, which was to regulate our shipping, drove every American steamer from the Pacific Coast and then the people rose in arms against it.

What a short memory the people have! They passed through the same experience after the Populist agitation when the great state of Kansas rejoiced over the election

## THE DEMAGOGUE

FROM THE CENTURY DICTIONARY

**A**N unprincipled popular orator or leader; one who endeavors to curry favor with the people or some particular portion of them by pandering to their prejudices or wishes, or by playing on their ignorance or passions; specifically, an unprincipled political agitator; one who seeks to obtain political power or the furtherance of some sinister purpose by pandering to the ignorance or prejudice of the populace.

of an eccentric nobody known as "Sockless Jerry" to represent it in the Senate of the United States, our most dignified legislative body.

We had the same experience when the Rag Money craze swept the great state of Ohio with its malign influence. We had it with the Granger Movement which culminated in bankrupting nearly one-tenth of the railroads of the United States over two decades ago. We had it again in Bryan's free silver craze, for which 6,000,000 voters stood up ready to be counted. Where would the boasted American dollar have been today had we been cursed with a silver standard of value instead of the highest in the world—the gold standard?

In 1875 the Greenback Party was formed. It was in favor of making greenbacks the only paper currency and of paying off in greenbacks all government bonds not expressly payable in coin—a death-blow to national credit. In 1876 the party nominated Peter Cooper for President and nearly 100,000 citizens voted for him on his preposterous platform. In 1880, the Greenback-Labor Party nominated Weaver and he received 300,000 votes for President, and in 1884, Ben Butler had 175,000 followers at the ballot-box. After that the Greenback-Labor Party ceased to exist.

The People's Party was organized in 1891 to represent farmers and workingmen. The platform demanded free coinage of silver; issues of paper money to be loaned directly to farmers on security of crops; abolition of national banks; government ownership of telegraphs and telephones; a graduated income tax; and prohibition of alien ownership of land. The party nominated General Weaver in 1892 on this conglomerate platform. He received over 1,000,000 votes and 22 votes in the Electoral College. The Democratic Party having endorsed some of the People's Party's principles, the latter endorsed Bryan on the free silver issue and he received 6,000,000 votes.

The country passed through all these periods of peril and the people paid the terrible cost of the panicky conditions thus created. But for the great war and the stimulus it has given to some of our industries, they would be paying now the penalty of policies that sought to destroy big business, to exile the captains of industry and strangle the railroads.

Fortunately the people of this country, sound at heart as they are, have the remedy in their own hands and they will know how to use it when the time comes.

## LET THE PEOPLE RULE

**A**MONG the cases recommended for widow's pensions by the Welfare Board in Albany, N. Y., was one of a family with an income of \$42 a week.

Under Colorado's Prohibition Law, mince meat, plum pudding, Italian macaroons and other sweets in which intoxicating liquors may be an ingredient are barred.

On the opening day of Congress 1,158 bills were introduced, and Speaker Clark, in a thirty-word address when he was re-elected Speaker, said: "I hope this will be a business and not a talking Congress."

An English lad came to New York recently in the first cabin, to go to a school in this country where his father was holding a responsible business place. He came in charge of a well-known English educator and was met by his parents, but the immigration officials insisted on sending the boy to Ellis Island on the ground that under the law alien children arriving in this country without their parents or legal guardians must go before a board of special inquiry. An effort to amend the law to give the inspectors, in emergencies, discretionary power was made some time ago, but Congress would not listen.

Thus, the people rule!

## THE PLAIN TRUTH

**P**ROFANITY! Nothing can be said in favor of swearing. As a habit it is disgusting. A profane use of the name of God or Christ is a sin. Even the old idea that swearing helps one to get rid of pent-up passion is psychologically unsound. Chief of Detectives Antles of Lincoln, Nebr., has taken up the swearing habit among the police of that city and has determined to stop it. "Swearing and vulgar language are unbecoming to any man," says the Chief, "but when it comes to officers—public servants—who have charge of the public safety, it is imperative that they always act the part of gentlemen." Every one has heard the swearing policeman, but all will agree with Chief Antles that profanity seems greatly out of place with the blue uniform and the brass buttons.

**A**MEN! "Made in America" is getting to be the motto of the people of the United States. The famous dinner of the Brethren of the Amen Corner in New York this year was distinctively American. Every dish and every liquid had an American title, as the following menu will show: Oysters from Cape Cod, Maine lobster, Ohio radishes, Texas olives, Michigan celery, Florida almonds, Maryland cod, Georgia potatoes, Connecticut mushrooms, Rhode Island turkey, Vermont egg plant, New Hampshire duck, Kentucky pudding, Virginia sherry, California sauterne, New Jersey claret, Empire State champagne, Pennsylvania applejack, and American cigarettes and cigars. Where the coffee came from, we are not told. It might have been a substitute from Battle Creek. But it was a great dinner, to judge from the hilarity in which the Brethren indulged on their eventful Fifteenth Anniversary.

**I**NCREDIBLE! It is incredible that members of Congress should want to hamper the efficiency of the government. Yet that is what was done when the national lawmakers passed the Army and Navy bills at the last session. Each of these measures contained a clause (inserted at the urgency of labor leaders) prohibiting employment in government establishments of any system of scientific shop management. President Wilson signed these acts without protest. And now it is proposed not only to retain this prohibition in the coming Army and Navy bills, but also to extend it to the new Fortifications bill. Can it be that the Chief Magistrate and Congress will again concur in this handcuffing of the government? The restriction thus imposed might endanger the safety of the nation in a time of peril. It strikes at the very vitals of the preparedness the President now advocates. The government's workmen ought, of all others, to be the most skillful and most able to "speed up" in emergencies. Every member of Congress who votes to fetter the energies of the government in this way is unworthy of his seat and should never be returned to it. Let him be a marked man among the tax payers and rent payers of his constituency.

**P**REMATURE! Only fools and dead men never change their minds. With a reversal of conditions, questions must be considered, very often, from an entirely new standpoint. When Robert R. Wooley, Director of the Mint, in an address in New York recently took upon himself to declare that "the Wilson administration would kill any legislation which attempted to provide for ship subsidies in any form," he took liberties with the future. President Wilson, a year ago, was against Preparedness, while his message this year makes an earnest appeal for a larger army and navy. The President changed his view on free raw sugar and the matter of the freedom of the Panama Canal, and he reversed the one-term declaration of the Democratic National Platform. He is big enough to change his mind when he is justified in doing so. It is not impossible that he may agree some day with many thoughtful and eminent men in public life that the establishment of a merchant marine will justify government aid such as other nations have given their flags upon the seas. It is not more a subsidy to do this than it is to provide funds from the public treasury to suppress the boll weevil in the South, the grasshopper in the West or insects that prey upon fruit on the Pacific Coast, or to market the cotton crop, or to make loans to farmers. The government extends a helping hand when it provides funds to improve a river or harbor or to erect a government building for the particular advantage of any locality. Let us get rid of the false notion that a subsidy refers only to the matter of shipping.



# SANITY IN PREPAREDNESS

BY THEODORE S. WOOLSEY, LL. D.

**P**REPAREDNESS for what? For the defense of our territory. For defense against whom? Against a power stronger than the United States is at present. But if we strengthen army and navy, will not our weaker neighbors preach preparedness and arm against us in turn? Not if our new strength is so devised as to serve for defense only.

In these simple thoughts we may find, I think, the thread to guide our steps through the maze of talk, part rational, part hysterical, part misleading, which encompasses us; talk soon perhaps to be translated into national resolve.

Why has our national policy hitherto never contemplated a military and naval establishment commensurate with our population and wealth? There are three reasons: our geographical position, our prejudice against militarism, and our reluctance to threaten or frighten our neighbors. We are a fighting race when grave issues are at stake which seem capable of solution only by force. But on the other hand we do not in our own hearts believe in the possibility of invasion by our neighbors; nor do we like the idea of force as an agent of national advancement beyond the mere maintenance of domestic order; nor do we wish to be a menace to the other states of our hemisphere and justify their coalition against us. We have more and more avoided the ambitions and military ideals of the great armed powers, deliberately choosing to do our "bit" for the progress of society in our own rather muddled but peaceful way. The presumption against military enlargement, therefore, is strong. We require to be shown our real danger and the necessity of preparing for it; a bug-a-boo is not enough.

That the present expenditure on army and navy should be wise and economical goes without saying. There is widespread suspicion that it is neither. We see political navy yards and army posts located by senators, not by a board of strategy. We hear charges of waste and inefficiency, of submarines which break down and inspectors who don't inspect. We know our cost of military upkeep is enormous per individual, in comparison with other powers, and that the results do not correspond. Is it not natural and reasonable to say, therefore, that our govern-

ment should do its best with what it has, and earn our confidence, before seeking a large increase in this kind of expenditure, unless the danger from which the country is to be protected is imminent?

As to this imminence of attack, it is not easy to prove a negative, but it can be said with confidence that for some years after the great war closes there will be less danger of attack than customary. The reason is that the world will be so bare of resources in men, money and munitions, so horribly exhausted, as to make wanton attack upon this rich and populous United States highly improbable. Let us grant that Germany wants southern Brazil and would defy the Monroe Doctrine to get it, or that Japan covets the Philippines at the cost of war. Even so, neither state could for a decade finance such an adventure, to say nothing of the restraining influence of a world sick of war.

Another reason for delay, before embarking upon a program of military expansion, is that the lessons of the present war may be studied and learned. Can the big ship be made unsinkable without too much sacrifice of speed, or is the submarine to supersede it? What is the coming type of submarine to be? Are fixed fortifications a thing of the past? The calibre of guns, the proportion of machine guns, aerial types, war by asphyxiation—such matters are all disputable. To act upon them without full knowledge may be throwing away both money and opportunity. It is also possible that the European war may lead to such a general reduction of armament as to make a militaristic program in this country seem foolish.

Aside from all these considerations, however, there are certain conditions which can be and should be imposed upon a navy and army increase which seem to me vital.

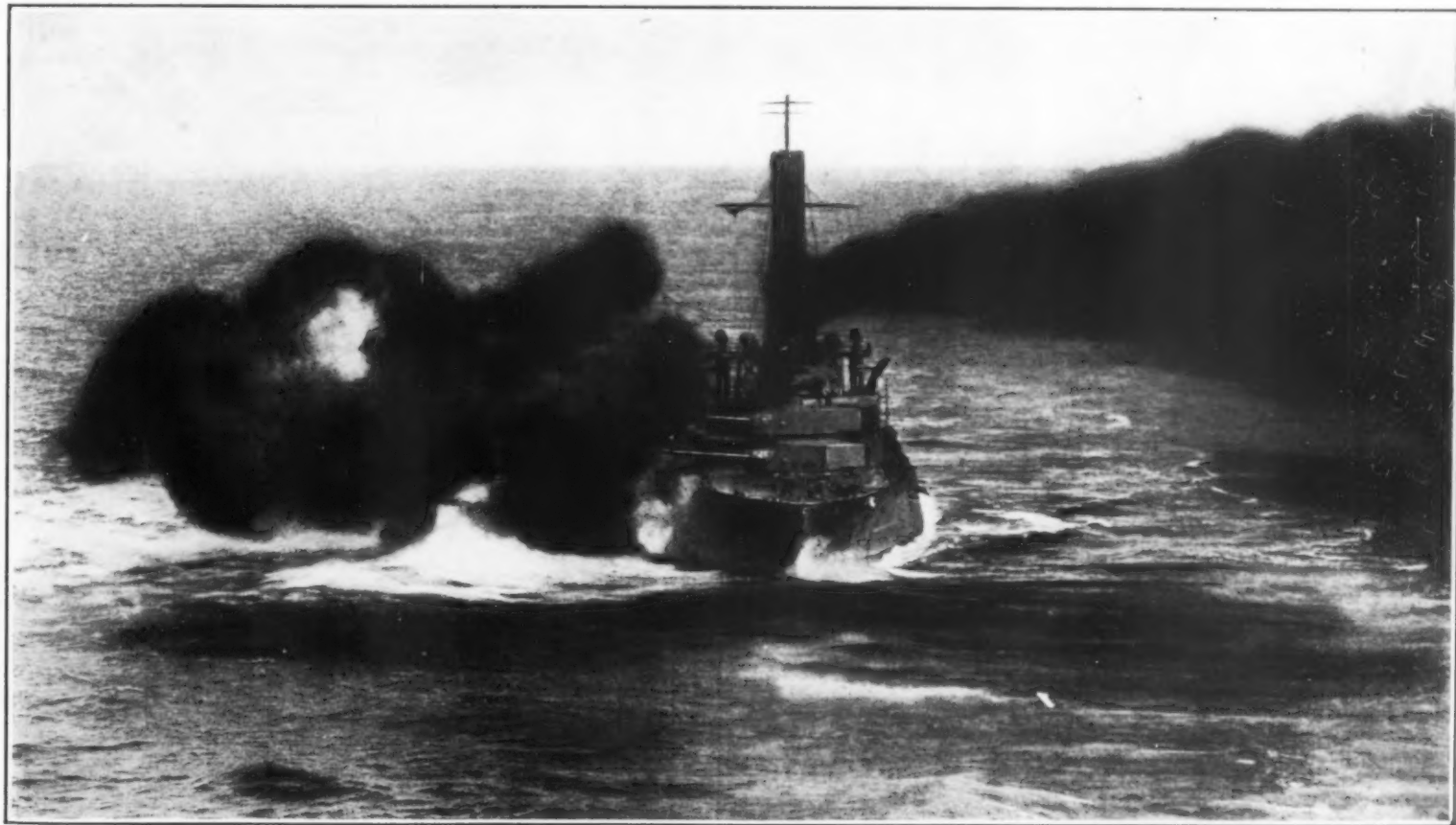
The navy is our first line of defense. So long as it is in being, the landing of invading troops on our shores is a strategical absurdity. Transports are too vulnerable. Our navy must be wiped out before an invasion could be attempted. To maintain a navy in the highest state of efficiency, as strong as that of Japan or of Germany will be after the war, is a policy for which there is something to be said.

To give a taste of military discipline to some of our youth, and lay the foundation of an officer's training, to strengthen the civil power and even to arrange an available reserve of trained men of some size, is arguable.

But remember that all this is for defense only. Here comes in our condition. Being for defense solely, we have a right and a duty to insist that the bill creating our Continental army, our citizen reserve, shall limit its employment to our own territory. We mean to run no risk of an impulsive government dragging us into foreign adventure. We shall be told that a true defensive may require landing troops on foreign shores. It is a delusion. Such defensive is indistinguishable from an offensive. We have a small regular army quite adequate for any such need as is justifiable. Our army of defense must be limited to the defensive, in thought, in word, and in deed. Thus we restrain our own government and reassure our neighbors.

And there is one other reasonable condition precedent to our assent to the President's plan. His program would give the national government larger means of defense upon which the states can rely. With this backing it is entirely possible that individual states may be inclined through hostile legislation to embroil the whole country with foreign powers. The general government is responsible for the acts of a state, has larger means given it for protection from the consequences of such acts, but has no effective and ready way of controlling those acts. And hence the power to veto objectionable legislation affecting the treaties or interests of foreign states, power commensurate with responsibility, seems to me both logical and essential. Such power at present does not exist. If one of our states violates our treaty obligations, at present we plead with it, beg it to be reasonable, disclaim responsibility for it, yet pay damages for its deeds. Until this weakness is cured, a larger measure of protection against possible foreign attack may easily incite some state to misbehavior.

Under the conditions named, I see no objection to a larger measure of national defense, when the close of the war shows us what is wise, its amount, its nature. To act definitely at present is premature.



UNITED STATES BATTLESHIP IN ACTION

The battleship is the backbone of a navy, and almost everybody admits that the United States ought to have a strong navy. In the accompanying article Professor Woolsey calls it our first line of defense.

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# PREPARING THE BIG DRIVE

PHOTOGRAPHS MADE FOR LESLIE'S BY A SOLDIER OF THE FRENCH FOREIGN LEGION



**UNUSUAL EXPERIENCE OF LIVING IN TENTS**

Our photographer writes that before the big September drive there were so many soldiers back of the French lines that some of them had to live in tents.



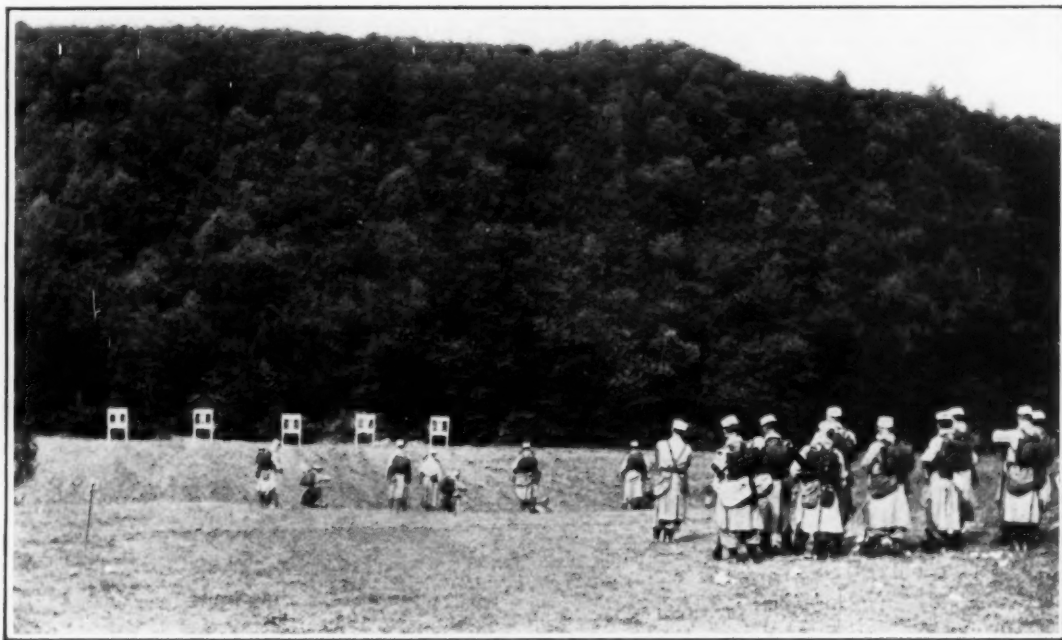
**CLOTHES MUST BE CLEAN WHEN GOING INTO BATTLE**

The last thing the Foreign Legion did before taking its post was to put on clean underclothes and shirts. This is a protection against tetanus, and every soldier has a horror of tetanus.



**THE "NEW MODEL" FRENCH SOLDIER**

Beside his rifle and regular equipment he carries the bag at his side with extra cartridges and three grenades. This particular man also carried an automatic pistol with 100 rounds. His knapsack, almost empty, was carried as a protection against shrapnel. Note the steel casque, of which the wearer, an American, seems quite proud.



**AMERICAN SQUAD LEADS IN RIFLE SHOOTING**

The men selected for the front "wave" of the French drive were given a month's rest, during which they had just enough drill to keep them fit. Target practice was the principal occupation. Almost from the first the American squad of the Legion held the record. Target practice was largely for weeding out defective rifles. The French system requires a man to fire eight shots before his target is scored.



**WORK OF A 210 MM. SHELL**

Our correspondent writes: "We were easily within the range of the German guns and they were continually trying for the trains with big shells. This picture was taken ten minutes after a 210 had exploded, but the territorials were already there to repair the gap. The trains soon ran again."



**NEW CLOTHES FOR THE FIGHTING LINE**

The men to take part in the great drive were all given complete new outfits. The photograph shows the issue of vests to the Legion. "No one," says our correspondent, "can accuse the French Government of stinginess in food or clothes."



# PANAMA'S MOVING MOUNTAIN

**P**ESSIMISTIC utterances on the future of the Panama Canal, such as occasionally creep into the newspapers, should not be taken seriously. The construction of that waterway was a feat that had no precedent in the history of engineering and it is too much to expect that all the difficulties could be disposed of at once. The danger of slides was foreseen by the engineers who planned and made the great ditch and it was realized a long time ago, just as it is now, that the battle against moving mountain slides might be long and expensive. It is a battle that must and will be won. How long it will continue is a matter of conjecture. General Goethals refuses to make any prediction as to the time the canal will be reopened to traffic. This despite the fact that in removing the slide more dirt is being moved each day than ever before in the work. The great dredges are moving 1,250,000 cubic yards of material each month—a new record in wet excavation.

Trade is suffering severely from the closing of the canal, and the shippers who made use of it during the months it was in operation now realize vividly what the inter-oceanic waterway means to them. One western firm is sending two freight boats from the Pacific to the Atlantic, where charters are highly profitable, and finds that it will cost \$15,000 more for the trip around the Horn than it would through the canal. Freight rates from the eastern to the western seaboard have about trebled. The effect of the stoppage of the canal is reflected in the greatly increased earnings of the trans-continental railroads.

Just now there is a great deal of apprehension in shipping circles lest the Suez Canal be temporarily destroyed by an act of war. This would mean that the shipping from the Atlantic ports of the United States and Europe to the East Indies would

have to double the Cape of Good Hope. With shipping as scarce as it is now this would be a heavy blow to a commercial world already badly upset.

A correspondent sends us six photographs of the slide in the Gaillard cut at Panama, showing the condition of the cut from the beginning of the last slide to November 17th. These are most informing, and give some idea of the great work that has been done and still remains to do. The arrow point in picture No. 5 indicates the break in the surface of Gold Hill. All the earth between that point and the canal is moving and will have to be taken out. All the dirt shown on the right of the picture and more, is in motion also. The slide is about 1,300 yards long and runs 1,000 yards back on each side from the prism of the canal. With the exception of one spot about 100 yards long the slide is moving slowly. Some experts maintain that the slides will never be stopped until the faces of the hills are paved to keep out the rains that make the earth a semi-liquid mass in wet weather. On December 7th it was officially reported that only 50 feet of earth separated the waters of the channel, and that this neck of land could be removed in a few days. This does not mean, however, that the entire prism of the cut had been cleared, and it must be remembered that the bottom of the canal continues to bulge up from the pressure of the displaced masses of earth and rock on the face of the hills. In view of these conditions we are warned that it may be many weeks, even months, before the canal is again opened to traffic.

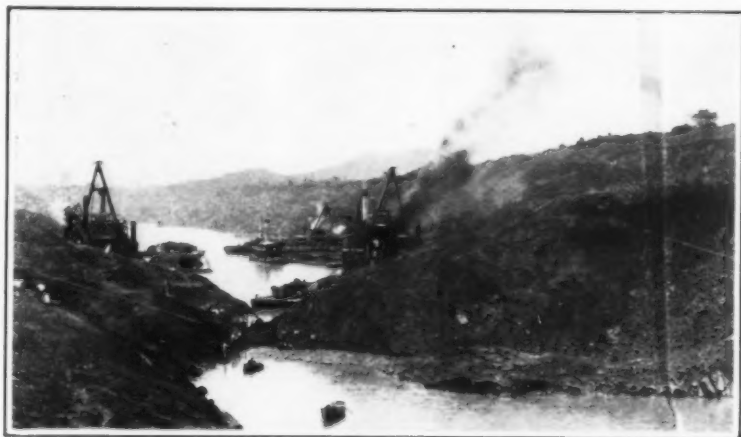
The President has appointed a board of eminent scientists, headed by Charles R. Van Hise, president of the University of Wisconsin, to visit the Canal Zone and study the causes of the slides and to recommend methods of controlling them.



BEGINNING OF THE SLIDE SEPTEMBER 30TH



BY OCTOBER 13TH THE CUT LOOKED LIKE THIS



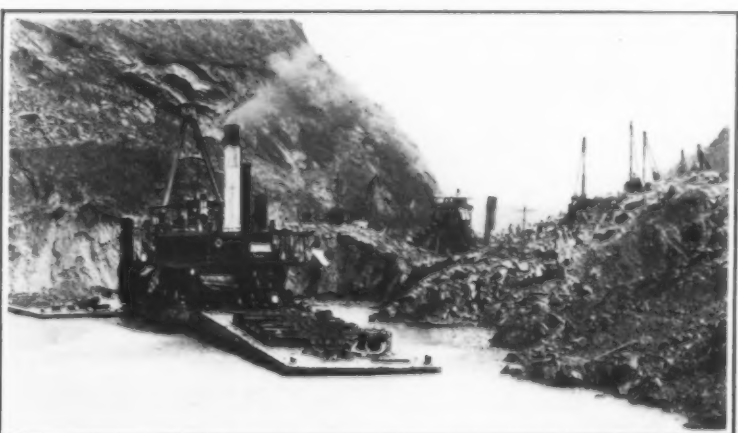
THIS WAS THE CONDITION ON OCTOBER 30TH



BY NOVEMBER 3D THE SLIDE HAD GROWN TO THIS



GENERAL VIEW OF THE WORK NOVEMBER 17TH



CLOSE VIEW OF THE DREDGES NOVEMBER 17TH

# THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

## TWO GERMAN ATTACHÉS GO

THE immediate response of the German Government to the request that the German attachés—Captains Boy-Ed and von Papen—be recalled was a request from Berlin to give the reasons for such action. Secretary of State Lansing at once replied that international law and precedents did not require this. Attachés have no credentials. When they arrive at an embassy the Ambassador informs the State Department and their names are placed on the official lists. A more summary method would have been to deprive them of all official status simply by removing their names from the State Department lists. The New York *Staats-Zeitung* demands that all the facts in the case should be made public, declares the attachés should have been removed long ago if guilty of all with which they have been charged by the British Embassy and the Providence *Journal*, and suggests that the action at this time was purely political to influence Congress. The New York *World* says "the American people have been very patient in the face of great provocation," and the New York *Herald* speaks of the two attachés as "monuments to the consideration and toleration of this Government." The London *Daily News* says "the recall of von Bernstorff as a sequel to his attachés' ejection is among the possibilities," and the *Daily Express*, comparing this with the sending home of Dr. Dumba, says, "A German naval attaché is of more account in the eyes of the Kaiser than the ambassador of one of his vassal states." The German Government long delayed publication of news of the recall.

## CONSTANTINE'S DEFENCE

IN a message to the American people, the King of the Greeks complains that the Entente powers treat him as if he were a "king of a Central African tribe to whom the sufferings of his own people were a matter of indifference," and declares that Greece will not be "forced or cajoled out of her neutrality." He pictures the possibility of the United States being placed in the same predicament in which Greece now finds herself. In explanation of the landing of the Allied troops at Salonica, the king declares that M. Venizelos, as responsible head of the Greek Government, did not formally invite foreign troops to enter Greek territory, but "may have expressed the personal opinion that if the Allied troops landed at Salonica, Greece would not resist." The world has been under the impression that the one issue in the re-election of Venizelos was whether his policy toward the Allies should be continued or not, but King Constantine states that "when the people re-elected Venizelos, they elected him, not his policy." The New York *Times*, commenting on Constantine's cleverness, says, "If he composed that apologia, he can get a place as a writer over here, if any chance event of war or politics, or a too keen revival of popular attachment to the Constitution, which he waved aside so airily, should remove him from the throne." The Athens correspondent of the *Paris Matin* says Greece is "simply playing for time, hoping that the Entente Allies will be forced to the sea." The German press is greatly pleased with Constantine's interview, particularly his declaration that should the Allied troops be driven back into Greek territory, they should "consider the Balkan game ended and leave Greece."

## THE POPE'S APPEAL FOR PEACE

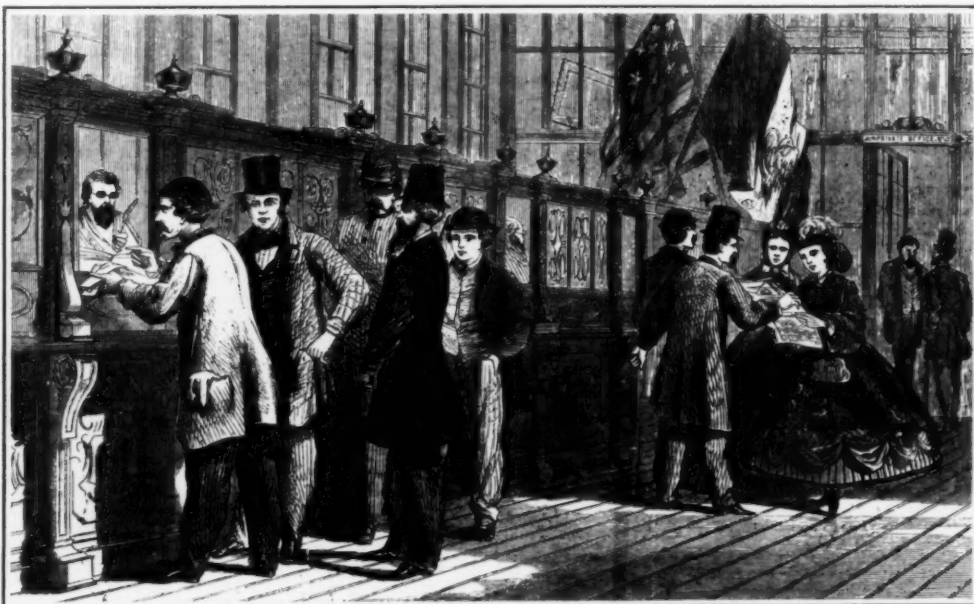
USUALLY when the Head of the Roman Catholic Church speaks he carries all faithful Catholics with him. The noteworthy feature of the Pope's most recent appeal for peace is that he fails to swing all the faithful into line. Father



COPYRIGHT HARRIS & EWING  
**CAPTAIN VON PAPEN**  
The German military attaché, whose recall has been requested by the United States because he is no longer persona grata.

Bernard Vaughan, the famous Jesuit preacher, spoke for all English Catholics when he suggested in a sermon that any move, from whatever source, for an inconclusive peace would obtain little hearing. The gist of the plea of the Pope is that each side should make concessions. "Naturally, as in all human controversies which must be settled through the efforts of the contending parties themselves, it is absolutely necessary," he says, "that concessions be made upon some point by both parties, that some of the hoped-for advantages must be renounced, and that each must make with good grace such concession." The British press is highly critical of the address. Affirming that the Papacy is always liable to the suspicion that it sides with the Central Powers, the London *Daily Chronicle* says that the effect of the address was "to throw the Papal cloak over the hypocrisies of German peace talk, and endorse the attempt of the Central Powers to

represent what manifestly is their side's interest as the interest of the world." The declaration of M. Thomas, Under Secretary of War, of the terms of peace which France would consider, is attracting widespread atten-



## AMERICANS BUYING FOREIGN BONDS FIFTY YEARS AGO

Scene in the office of John W. Corlies & Co., 57 Broadway, New York, where subscriptions were taken for a loan of \$30,000,000 to the "Mexican Republican Government" organized by Mexican patriots, including Juarez and Diaz, to overthrow the Emperor Maximilian. The bonds bore seven per cent. interest and were secured by both the revenues of the Mexican government and by mineral lands in the States of Tamaulipas and San Luis Potosi. The bonds were readily taken at 60 per cent. of par.

tion because it is one of the first statements of the kind coming from a responsible cabinet official. These terms include the cession of Alsace-Lorraine to France, the independence of Belgium and Serbia, and the putting of "German imperialism and Prussian militarism beyond the possibility of resurrection." The executive committee of the Radical Party, next to the Socialists the strongest advocates in Germany of peace, has passed a resolution protesting against "the unjustified pretensions of our enemies to prescribe the terms of peace for us." Field Marshal von Hindenburg sees no indications of an early peace. "At present the enemy won't make peace," he says. "They are not yet weakened enough. We must keep it up further." In regard to the French demands relating to Alsace-Lorraine, the famous Field Marshal says, "If they want it, they should come and get it." The German Chancellor has made it plain that peace is still far off.



COPYRIGHT HARRIS & EWING  
**CAPTAIN BOY-ED**  
The German naval attaché, also recalled. The activity of the German representatives in war matters made their continued presence undesirable.

## AN OFFENSE OF PATRIOTISM

ONE may violate law with a good motive, but if the intention is to violate a statute, the offender is to be judged, not by his motive, but by his intention. In charging the jury which convicted Dr. Karl Buentz, head of the Hamburg-American Line in this country, and three of his employees of conspiracy to violate our customs laws, Judge Howe, of the United States District Court, drew this distinction. The defendants had falsified manifests and obtained clearance papers for ships sent out from ports in the United States to supply German cruisers in the early part of the war. Judge Howe ruled out the questions of neutrality and of international law, for it was true that the defendants had done nothing to imperil life or property, that they had committed no felony, and that in sending out supply ships their motive had been patriotically to serve their country. Sentences of 18 months in the Federal Penitentiary at Atlanta were imposed upon Dr. Buentz and two others, and of one year and a day upon Joseph Poeppinghaus, the youngest of the defendants. Dr. Buentz, who is 72 years of age, made a good impression by his manly effort to shoulder the entire responsibility.

"The mind of the layman," says the New York *Staats-Zeitung*, "will find it hard to understand how the United States was injured by the delivery on the high seas of goods to a ship of the belligerents, as there is no damage to our country when munitions of war are delivered in a belligerent port."

The New York *Herald* criticizes the composition of the jury, saying: "While citizens of German origin were excluded from the jury, there were several former British subjects on it, and of the American-born members some were of British origin."

## THE PRESIDENT'S WAR MESSAGE

THE President's message, dealing mainly with preparedness and patriotism, has awakened attack and applause in about equal proportions. Members of both parties approve his defense plan, and Republicans are ready to meet Democrats half way if the majority are willing to keep the question on a non-partisan basis. Leaders of the Democratic party and press support the address in the main, but the New York *Times* says, "There will be general regret that the President persists in his support of legislation for government-owned and operated merchant ships." "Vicious and indefensible," is the way the Albany *Knickerbocker Press* characterizes a government-owned merchant marine. The message is notable as showing a great change in the President's views upon preparedness, revenue and the railroads. The London *Daily Graphic* says: "It is grievously disappointing that the President utters no word in condemnation of Germany's infamous breaches of international law in her brutal invasion of Belgium and the venal manner of her fighting." The London *Morning Post* argues that President Wilson strangely misunderstands the nature of the war, which, it says, is a struggle for the "preservation of civilization," and adds that America is the next objective of German ambition. *La Liberté* says that President Wilson has "finally lost patience," and asks, "is a rupture between the United States and Germany to be considered?" The most severe critic of the message as a whole is ex-President Roosevelt, who says the President's "words cover inaction."

The German-American press is deeply stirred by the President's denunciation of hyphenated Americans. The New York *Staats-Zeitung* calls them "words of gall and wormwood," which derive their only significance from their source, and as such "they not only bring disgrace upon the American people but inject into the American body politic factors of primary danger."



# WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

## RESTORING THE MERCHANT MARINE

**T**HE United States Chamber of Commerce points out that every year \$300,000,000 leaves the United States as freight payments to foreign ship-owners. In other words, Americans not only subscribe to the upkeep but also pay for the construction of ships of their foreign competitors. It is argued that Americans must have actual commercial sea power in proportion to their trade. There is a far better plan for doing this than the one suggested in the Government ship-ownership programme. It is the same plan that was adopted so successfully back in the latter part of the eighteenth century, when the American merchant marine was infinitely larger in proportion to the trade of the country than it is now. This method was to levy a differential tariff rate of ten per cent. on goods shipped in foreign bottoms. Foreigners, by shipping their goods in American bottoms, obtained the advantage of the normal rate. A five per cent. clause was embodied in the last tariff bill, but was declared invalid by the Attorney General because it conflicted with a great many commercial treaties with foreign nations. Moreover, a mistake was made by reducing by five per cent. a tariff already much too low. There is a tremendous congestion in loaded freight cars at all the ports, due to lack of ships. The tariff differential presents the solution of the problem.

## COVERING UP THE DEFICIT

**I**T is evident that efforts to cover up the existing deficit in the Treasury by confusing it with revenue needs for increased army and navy expenses is to be a feature of the present session of Congress. By establishing an arbitrary ruling based on his own system of bookkeeping, Mr. McAdoo attempts to show that the deficit for the year 1917, assuming that the present duty on sugar is retained and the "war" taxes are re-enacted, will be \$112,806,314.22 in which is included the sum of \$93,800,000 for preparedness, or new measures for the national defense. Leaving out the increased appropriations estimated for national defense, Mr. McAdoo admits a prospective deficit of \$19,000,000 in 1917. Apparently, he overlooked the fact that estimates of a \$100,000,000 deficit, which everyone else expects, have been based upon the fiscal year 1915-1916. Mr. McAdoo says that the appropriations for increases in the army and navy this year under the Administration's programme will amount to a little over \$93,000,000. Claude Kitchin, Democratic leader of the House and Chairman of the Ways and Means Committee, says that the programme will make necessary an extra appropriation of \$200,000,000. Moreover, he says that even though Congress repeals the free-sugar provision and re-enacts the "war" taxes, there will be a deficit of \$117,000,000 this year. Mr. McAdoo's arguments, however, designed to show that the Treasury, under present control, is not in as deplorable condition as has been generally charged, are based largely upon his new system of bookkeeping, which adds to the balance in the general fund of June 30, 1915, the national bank note redemption fund, and other extras never before made a part of the funds reported as actually on hand. Money assigned for a particular purpose and certain to be employed to meet current obligations cannot properly be included in the nation's assets. The bookkeeping which does this is deceptive. Financing the Government, including ways and means to meet the deficit, as well as to raise money for national defense, evidently is the biggest problem before Congress. The various methods of taxation contemplated all promise to bear hard on some one and the Ways and Means Committee will have an unenviable task in choosing the less objectionable ones. The plan to tax gas engines is especially unpopular.

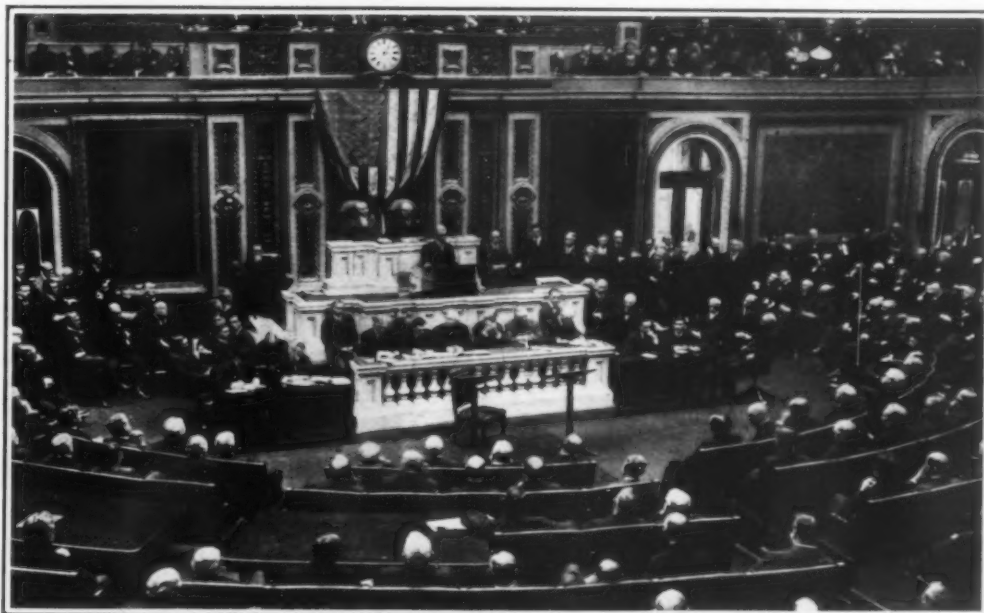
## HOW GERMANY REVISES TARIFFS

**N**OW and then reference is made to Germany's "tariff commission." There is no such permanent commission. The work of preparing new tariffs in Germany is done largely by two departments, the Treasury and the Interior. While the Treasury officials are assigned to the technical work of drawing up the schedules, the Ministry of the Interior proceeds to enroll the co-operation of the business world for its part of the work. One of the first steps taken usually is to create a special commission—by no means a permanent commission—for the elaboration of measures for forthcoming commerce. This temporary commission, back in 1898, when work on the last tariff law of Germany was begun, consisted of 30 members, half of whom were appointed by the Chancellor of the Empire on the recommendation of the German Agricultural Association, the association of chambers of commerce and a central association of German manufacturers, each of the organizations being represented by five members. The other fifteen members



**WISCONSIN'S NEW SENATOR**  
Paul O. Husting, Wisconsin's new senator, will line up with the President on the issue of preparedness, it is said. He is a lawyer 49 years old.

has gone far beyond the billion-dollar mark, but the best way of showing how the cost of Government has been increasing is to take what is known as the ordinary expenses of the Government, which include disbursements for the War and Navy Departments, Indians, pensions, payments for interest, and "miscellaneous," but do not include payments for premiums, principal of the public debt or disbursements for the Postal Service. A large part of the expense of the Postal Service is paid out of its own revenue, but when there is a deficit, as so frequently happens, this adds to the total cost of Government. In the year 1800 the total ordinary expenses of the United States Government amounted to \$10,813,971. In 1850 the total ordinary disbursements had jumped to \$40,000,000, which was an increase of less than three-fourths of a million dollars a year. The big jump in the expenses of the Government was in the year 1862, when the total ordinary disbursements jumped from \$66,000,000 to \$474,000,000. This, of course, was due to the war between the States, and by 1865 the expenses of the Government had reached the total of \$1,295,000,000.



**PRESIDENT WILSON READING HIS MESSAGE BEFORE CONGRESS**

He has departed from precedent by appearing in person before both houses of Congress in joint session and reading his messages instead of sending them. At the opening of this Congress he confined his message to the single topic of a better national defense.

were appointed directly by the Chancellor from among representatives of agrarian interests, manufacturers, and representatives of wholesale trade. The commission collected data as to the output and product of German industries, their sources of supply of raw materials, and the markets serving as outlets. Although the work of revising the schedule was undertaken in 1898, the task was not completed until 1903, when Germany's commercial treaties with foreign nations expired, and a new tariff became necessary. The tariff law of 1903 would now be undergoing revision had it not been for the European war, as Germany's commercial treaties expire in 1917. The advantage in Germany is that the people know exactly when to expect tariff revision, but even there, where the representatives of the great industries of the country really make the tariff, the final draft is submitted to the Reichstag, where important changes frequently are made.



**SENATOR J. W. KERN**

The Democratic caucus has re-elected him as its chairman and he will lead the fight in the senate for party measures.

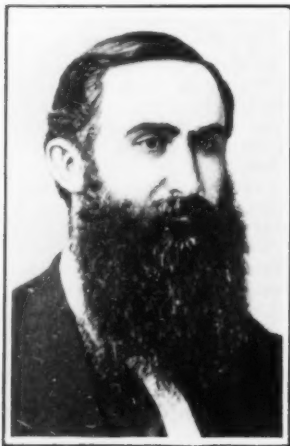
## HOW EXPENSES KEEP GROWING

**A**CTUAL appropriations for the fiscal year 1914 amounted to more than \$1,098,000,000. The appropriations for the fiscal year 1915 exceeded that figure probably by \$100,000,000. Congress

## CONFUSING THE PUBLIC

**S**ECRETARY DANIELS, of the Navy Department, referring to the navy year book, says that the fleet of the United States ranks third among the nations of the world, considerably below Germany and just above France, with Great Britain far in the lead of all. In addition, both Mr. Daniels, Mr. McAdoo and President Wilson all say that the additional revenues required to carry out the programme of military and naval preparedness for the fiscal year 1917, will be \$93,800,000. Claude Kitchin, in a speech which he is to make in the House, will say that all these statements are pure buncombe. He is the Democratic leader of the House, and as he had been a member of the Naval Affairs Committee for many years, he believes he knows the Navy better than Wilson, Daniels or McAdoo, who have been in touch with Government affairs for less than three years. Mr. Kitchin says that our navy is second only to that of Great Britain. He says that it is better than the navy of Germany and apparently backs up his statement with facts and figures. Moreover, he says that there will be needed \$200,000,000 annually as a result of the national defense programme. Where President Wilson figures a deficit of \$50,000,000, Kitchin figures one of \$177,000,000. Representative Gardner of Massachusetts says that Kitchin and Daniels, the President and McAdoo are all wrong; that the United States has fewer ships available for actual service than the official figures indicate. There are likely to be two very distinct schools of thought in the present Congress, one holding that the United States is amply prepared, and the other that the nation is woefully unprepared. Most of the experts with whom the writer has talked hold that the United States is wholly unprepared for a modern war.

# NEW • FIRST LADY OF THE LAND



## PARENTS OF THE WHITE HOUSE BRIDE

Judge William Bolling and his wife, Sallie White Bolling. Judge Bolling died years ago, but Mrs. Bolling is living and is now a resident of Washington. Judge Bolling traced his descent from Pocahontas, the Indian princess.



## BEAUTY RUNS IN THE BOLLING FAMILY

Miss Bertha Bolling and Mrs. Anna Maury, sisters of the bride. The latter was considered "the beauty of the family," but all the sisters are women of superior attractiveness.



## THE FIRST LADY OF THE LAND

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The President's bride, from a photograph made about two years ago when she was still in semi-mourning for Norman Galt. She has changed but little in appearance since the photograph was made. Being of a cheerful, domestic temperament, the years deal lightly with her.



## A FAMILY GROUP OF LONG AGO

This interesting old photograph of a group of the children of Judge and Mrs. Bolling shows Edith, now the President's bride, at the age of four. She is in the center of the group.



## BIRTHPLACE OF EDITH BOLLING IN WYTHEVILLE, VA.

The old Bolling home in Wytheville has undergone many changes since the family left it, but here is the way it looks now. It was never a pretentious place, and it is interesting to note that the first lady of the land came from an environment very similar to that of the President, who was the son of a minister in moderate circumstances. Thus is our democratic spirit made plain to the world.



# PEOPLE TALKED ABOUT



## ITALY'S BEAUTIFUL PRINCESS

The Princess Jolanda is the eldest daughter of King Victor Emmanuel and Queen Helena, of Italy. She is 14 years old and beautiful, as her photograph shows. Her mother is the daughter of King Nicholas of Montenegro, who is now desperately defending his small kingdom against the Austrians. The Montenegrins are the descendants of the nobility of the old kingdom of Serbia.



## A RUSSIAN VOLUNTEER

Militsa Mirkovitch, a young Russian woman, volunteered to do Red Cross work at the front, and for convenience dresses in men's clothing. Her uniform is that of a private soldier with the Red Cross brassard on her arm. She has cared for the wounded under fire and exhibits the greatest courage.



## GERMAN OFFICIAL CONVICTED

Karl Buentz, managing director of the Hamburg-American steamship line, and formerly a German official, was convicted in the Federal Court, in New York City, of conspiring, with other officials of the line, to present false clearance papers and manifests to the collector of the port while sending assistance to German cruisers at sea. He and two associates were sentenced to 18 months' imprisonment. A fourth got off with a year and a day. Mr. Buentz is 72 years old, and his manly bearing during the trial in which he attempted to assume entire responsibility for the false papers, made for him many warm friends.



## KING AND QUEEN OF MONTENEGRO

This royal couple are threatened with the loss of their kingdom. King Nicholas, at the head of his little army, is battling with the Austrians in the mountains of his country. Parts of the defeated Serbian army have reached Montenegro. The Allies have not, at this writing, attempted to succor the tiny kingdom and it is doubtful if its defenders can long withstand the overwhelming numbers of the Austrians.

## WEARS AN AUSTRIAN DECORATION

Mrs. Augustine McIntyre, wife of Captain McIntyre, for a year United States military observer with the Austrian armies, has had conferred on her the war medal of the dual monarchy, in recognition of her work she did for the sick and wounded of the Austro-Hungarian armies. She has returned to Washington.



## A HARASSED KING

The Shah of Persia, who is having a troubled reign because of internal dissensions and external interference. The Allies are anxious that Persia remain neutral in the Great War, and Russian soldiers have occupied Teheran, the capital, it is alleged to suppress Turkish and German plots. The Shah is a mere boy and the government is in the hands of his ministers.



## A GOOD ROADS ENTHUSIAST

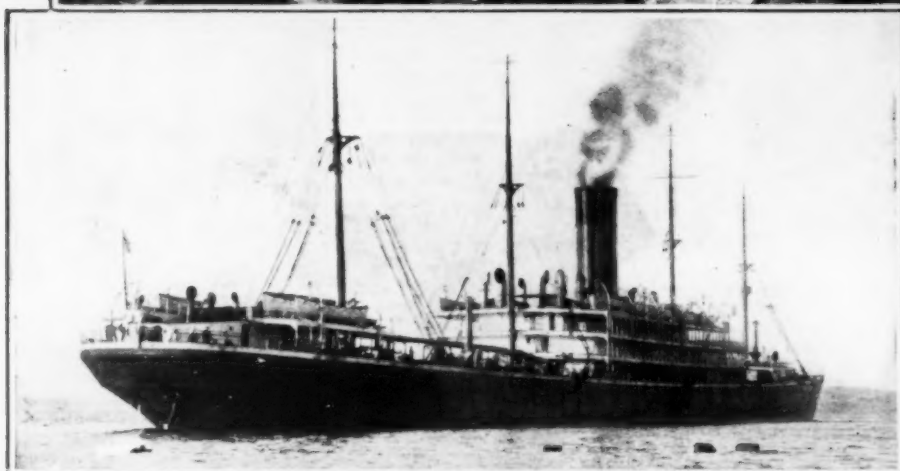
Mrs. Walter Wellington Watt, of Charlotte, N. C., president of the National Society of Daughters of 1812, is interested in good roads, and presented to P. L. Atherton, of Lexington, Ky., President of the Jackson Highway Association, a gavel made from the wood of a tree grown at the alleged birthplace of Andrew Jackson, in North Carolina.

# PICTORIAL DIGEST OF



**FRIGHTFUL DESTRUCTION WROUGHT BY BIG GUNS**

Paul Thiriat has here depicted a scene during the French advance in Champagne last fall. The bombardment of 72 hours reduced the Butte de Tahure from a perfectly organized stronghold to a mass of ruins. Into this inferno the French infantry advanced during a heavy rain, and met with little resistance because most of the defenders had been killed and the artillery fire had been so effective that reserves could not be brought up. Of the few defenders left alive a number were made insane by the horrors of the bombardment.



## THE MYSTERY SHIP

The steamship *Minnesota*, last vessel to fly the American flag on the Pacific in foreign trade, started from Seattle for England with a cargo of 16,000 tons of foodstuffs, said to be the largest ever carried around the Horn. When off Lower California her machinery was disabled and she was forced to put back. Rumors were current that she had been disabled by members of her crew, but the captain refused to give any information by wireless. At last reports she was being towed toward San Francisco by tugs.



### THE GEISHA PROCESSION IN TOKYO

The celebration in honor of the accession of the Mikado to the throne of Japan extended throughout the empire, but nowhere, except in Kyoto, where the ceremonies were held, was the demonstration more elaborate than in Tokyo, the present capital. One feature was a procession of



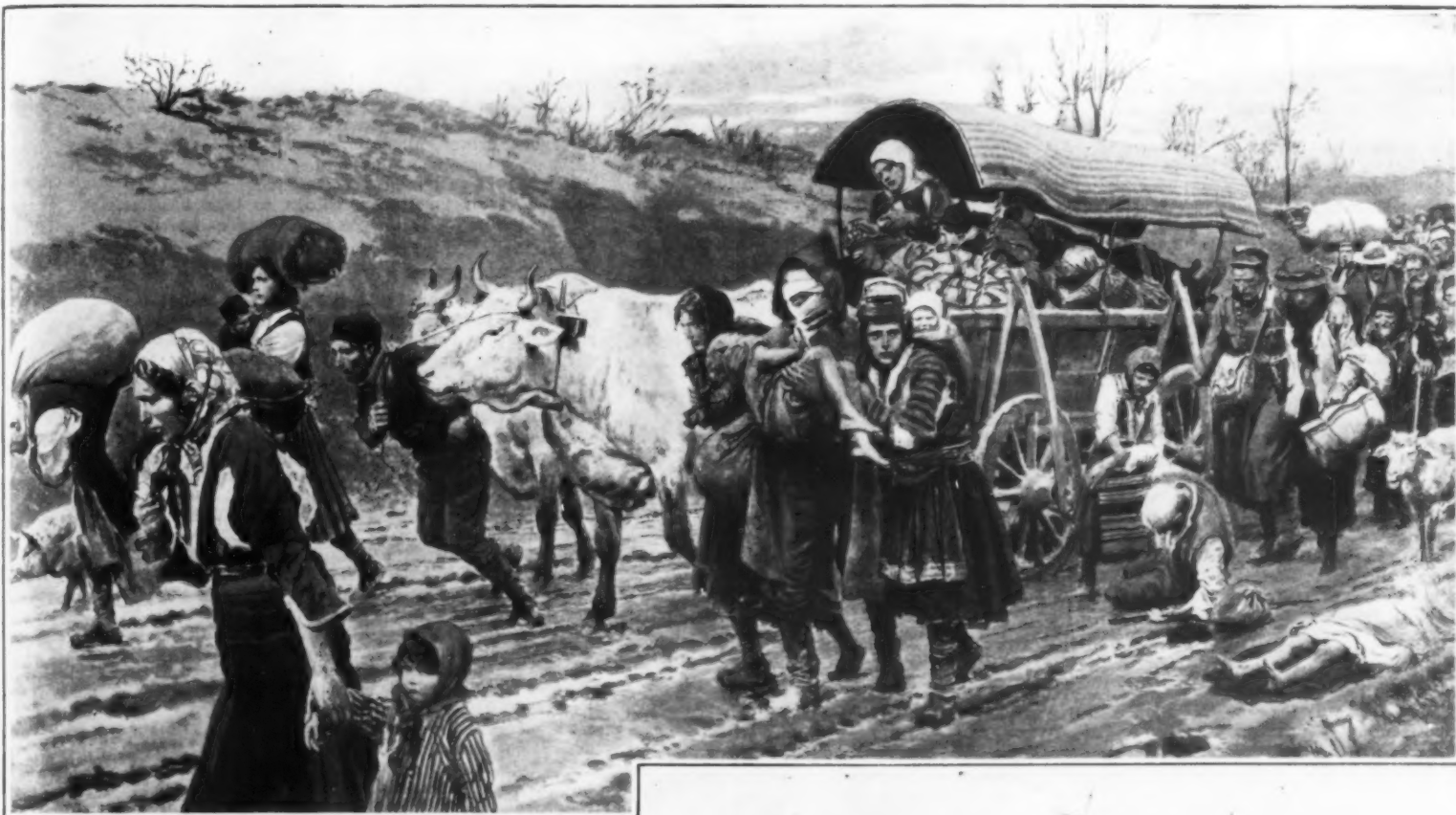
## FIRST SHINTO TEMPLE IN AMERICA

As a feature of the celebration of the emperor's accession to the throne of Japan the Japanese government has erected a Shinto temple in the general consulate. This is said to be the first of its kind in the United States. Shinto, the ancient native religion of the state religion, but Buddhism has been introduced into it, and probably exercises a great influence on the growth of the Japanese. Shinto is a sort of nature worship. Its temples are characterized by pure simplicity and are marked from ornamentation. The ritual is marked contrast to the Buddhist ceremony. The appeal to the dramatic sense. In the United States population, and the celebration of the emperor was general throughout the country. The places of business were gaily decorated with the of the American flag was especially prominent.

geishas, who marched through the streets in their ancient, picturesque costumes. The geishas are professional entertainers, whose nearest parallel in Western society is the cabaret performers of our large cities. They are trained from childhood in dancing, singing and polite conversation.



# THE WORLD'S NEWS



DRAWN BY F. MATANIA FOR THE SPECTATOR, LONDON, COPIRIGHT IN THE U. S. BY N. Y. HERALD.

## EXODUS OF SERBIAN CIVILIANS BEFORE THE ENEMY ARMIES

This tragic picture gives a glimpse of the unutterable woe that has fallen upon Serbia. Its armies have been defeated and driven from its soil; its powerful allies failed to extend assistance in time; its people have fled before the invaders. All Serbia is a waste, almost depopulated. The refugees have poured into Greece, Albania and Montenegro, and nowhere is there security or shelter for them. The desolation of Serbia is infinitely worse than that of Belgium, and the difficulties of extending relief are greater.



WATSE-ON

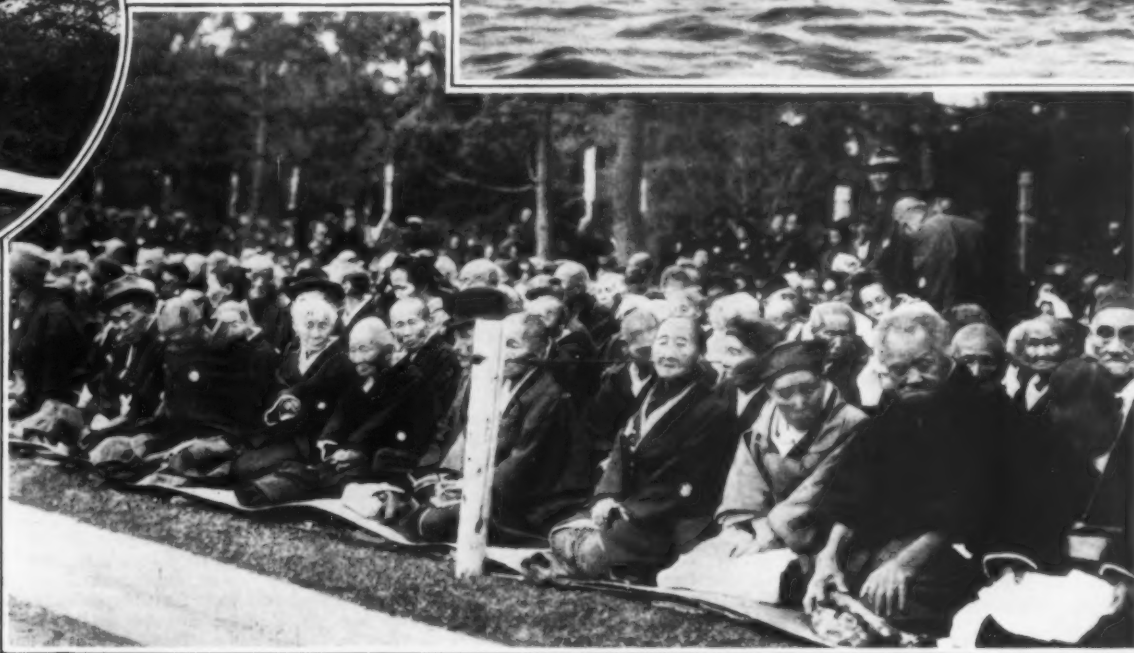
## TEMPLE IN AMERICA

On the occasion of the Mikado's accession the Japanese residents of Honolulu in the grounds of the Japanese consular building the first temple of this faith in the United States. The temple of Japan, is now a place of worship side by side with the Christian churches. It is a great influence upon the lives of the Japanese and its nature worship and its simplicity and freedom of ritual, also severely plain, in Buddhism which makes a strong sense. It has a large Japanese celebration on the accession of the Mikado. Japanese houses are gaily decorated, and the absence of a formal ceremony was especially commented upon.



## SHIP AND CREW LOST

The Chilean bark *Caral Mapu* was driven ashore at Schooner Cove, on the west coast of Vancouver Island November 25th, and went down with all hands, numbering 25. The C. P. R. steamship *Princess Maquinna* stood by and attempted to save the crew, but was unable to do so. This remarkable photograph was made from her deck. The *Princess Maquinna* lost her anchor and narrowly escaped destruction herself. The *Caral Mapu* was pounded to pieces within a few hours after she was struck.



## HOW JAPAN PAYS RESPECT TO THE AGED

At the imperial accession a special enclosure was set aside within the palace grounds at Kyoto for the aged subjects of the emperor. To this none were admitted who were less than 80 years of age. These old people, who would have been unable to secure for themselves points of vantage

in the great crowds, were thus enabled to see the great procession in comfort. This is typical of the respect and consideration shown by the Japanese to age, and would, perhaps, find no parallel in Western civilization. It carries a lesson we might well learn.

# OUR TRADE AT MERCY OF BRITISH

BY W. E. AUGHINBAUGH

**G**REAT BRITAIN has tied up more than \$50,000,000 worth of merchandise bought by American merchants from German and Austrian sources, and the government of the United States, by "unofficial" representations, has secured the release of only about \$7,000,000 worth, while privately retained attorneys have recovered about \$13,000,000 worth. The rest lies, at heavy cost in carrying charges and diminishing values, in Rotterdam, Copenhagen and other neutral European ports. These goods originated in Germany or Austria-Hungary and the ban of the British is upon them. They cannot move without the permission of the mistress of the seas, and that permission is hard to get. A State Department with no more energy than ours is not likely to get many of these goods moved in time to make them of much value to the purchasers.

The story of what we have done for our business interests since the European belligerents first started to put unwarranted and illegal restrictions on neutral trade does not make pleasant reading for Americans. On March 1, 1915, Great Britain, by Order in Council, threatened the seizure of any goods of enemy origin taken upon the seas, even though they were consigned to neutral countries and carried in neutral ships. This established a virtual blockade of Germany, though it was not called by that name. Goods ordered and paid for by Americans began to pile up in neutral ports adjacent to Germany.

Prior to the war it was often the custom of the American merchant, in order to get better terms, to pay cash against shipping documents in Hamburg, Bremen or Trieste. Other goods were paid for by 30 or 60 days acceptances, which were discounted by the German or Austrian banks, so that the foreign seller realized cash on his shipments before they reached us. Then came the European conflict. German importers, knowing the possibility of having cargoes captured and confiscated if sent by German vessels, began shipping goods for American markets into Holland or Denmark, neutral countries, hoping to reship them in neutral ships to the United States without complications, in which assumption they were warranted by the usages of international law.

## MILLIONS TIED UP IN PORT

As a consequence it is estimated that in Rotterdam there are over \$40,000,000 worth of American-owned goods, while in Copenhagen are also stored many millions' worth. In addition to this there are millions of dollars' worth of American goods in both Germany and Austria-Hungary which have been long ago paid for and which cannot be moved. Most of these are of a perishable nature, while others have only a seasonable value—that is, they were for summer use, for the Christmas trade, or the like.

Without warning, without authority and without precedent, Great Britain positively refused to allow the forwarding of any of these shipments, and enforced her decision by her fleet. The resulting loss in the United States cannot be expressed in words or estimated in money. Let us consider one or two items. We bought most of our drugs from Germany and have no means of producing them in this country, especially those of the coal-tar group, used so extensively, and salvarsan and neo-salvarsan. Now it is practically impossible to get these necessities for our sick.

Our beet root growers depend entirely upon Germany for their beet root seeds, for it is well known that the German seed is the best. There are to-day 58,000 one hundred pound bags of beet seed in Rotterdam, paid for before March 1, 1915, and England won't let us have one pound of it!

The weak attempts made by our State Department to secure the release of these goods have been substantially non-effective. Petitions to Government officials, Congressmen, the efforts of attorneys retained by those interested, and direct appeals to England finally resulted in Great Britain passing an Order in Council, providing that goods of German or Austrian origin shipped from neutral ports would not be interfered with provided it was shown that the goods were ordered by subjects of neutral states before March 1, 1915, and proofs were filed before November 1, 1915.

Of this order the American Government was notified March 11, 1915. The State Department of the United States advised those interested in this action, by circular letter dated September 28, 1915—nearly seven months after the order was issued and 33 days before the expiration of the time for filing the proofs.

## DEFINITE PROOF REQUIRED

Among the proofs demanded by the British Government was the original order, the original acceptance, the consular invoice, terms of purchase, amount of goods, their value, name of shipping agent, marine insurance and freight.

Whatever may have been the legality of these requirements the fact remains that England had the power to enforce them and the State Department was unable to alter or modify them.

After all the data called for by this "unofficial" note of the State Department were submitted, they were presented to the British Embassy for verification. Proofs of the most exacting nature were required. After being reviewed by an attorney, officials of the Embassy passed upon them, and if approved of, the request was formally forwarded to the authorities at London for their O. K., provided Mr. American Importer paid the cable tolls. Fre-



**WILL TRY TO HELP IMPORTERS**

The new Foreign Trade Adviser, Dr. Charles A. Holder, through whose energy and systematic effort this bureau of the State Department is beginning to render some service to the American business men.

quently after having gone through all this red-tape the case was rejected, and from the rejection there was no appeal. In some instances, however, goods were released. Out of about 1,700 applications sent in, 220 have had favorable action, 30 have been finally rejected, and the rest are in abeyance.

In accordance with the custom established by Mr. Bryan all correspondence between the United States Government and the British Government relating to these cases is carried on on the regular stationery of the State Department of the United States of America, with the word "unofficial" stamped across the head of the letter. Can a more paradoxical situation exist? If it is not the official duty of the State Department to protect the American importer in this instance and to conduct correspondence on such a subject *officially*, then who, in the name of reason, has the right to do so?

The work of presenting the details of these cases devolved upon that branch of the State Department known as the Bureau of Foreign Trade Advisers. Of course this bureau acted in conformity with instructions received from the President and the Secretary of State, so that in reality they are the ones responsible for the ludicrous and undignified manner in which these vital problems were mismanaged.

## SPOILSMEN SPOIL THE BOARD

When Mr. Bryan assumed the portfolio of Secretary of State he found a board of foreign trade advisers composed of experienced men, each a qualified expert in his line. Its members knew that F. O. B. and C. I. F. were not algebraic symbols, but abbreviations of business terms. By methods well known to the politician, Bryan disbanded this efficient organization, and following his well-known policy of finding jobs for the faithful, and without any thought for the business interests of the United States, appointed his old stenographer, Robert F. Rose, one of the trade advisers, and a most affable and polished gentleman, Judge William B. Fleming, the other.

In the new Bryanized Board of Foreign Trade Advisers there was lack of force, lack of system, lack of co-operation, lack of experience, lack of clerical help, and lack of business ability. It was handicapped in every way and as a consequence conditions went from bad to worse. As an example

of the lack of system many important papers, impossible to reproduce, submitted in proof of claims by importers, were lost or misplaced. Correspondence remained unanswered for weeks. Very naturally there was an absence of results. Disorder existed everywhere. Finally the entire office force almost mutinied.

It is not the purpose of this article to relate the experiences of those unfortunate enough to have business before this body. A Congressional investigation, it is stated, will go into the matter this winter.

## PICKINGS FOR POLITICIANS

Foreign Trade Adviser Rose lingered long enough in office to acquire sufficient information to enable him to resign and set up a "trade extension bureau" of his own, charging American merchants a fee for handling cases which should have been gratuitously attended to by the government.

The big coup in the history of the Bureau of Trade Advisers was enacted by another of Mr. Bryan's appointees, William Bride, the son of Cotter J. Bride, with whom Bryan boarded when he was a representative from Nebraska, and who is now, thanks to his former boarder, one of the leaders of the Democracy of Washington, and chairman of the excise board of that city. William Bride, who is married to ex-Vice President Fairbank's niece, secured a position with the Board of Foreign Trade Advisers, and after seeing the great possibilities, resigned, and arming himself with letters of introduction from the State Department went to London, carrying with him fat retainers, and promises of latter fees if successful, from a number of leading American importers, who, tired of the dilatory tactics and futile attempts of the State Department to liberate their goods, were willing to pay for the release of these wares held in bondage by England. Bride's activity in London was immediately productive. With the "official" introduction from the United States Department of State the British Government looked upon him as the "unofficial" representative of this government, and within a short space of time released, through him, goods amounting to over \$9,000,000; his commissions and fees for the service rendered, it is said, amounting to over \$150,000. Bride was on the smooth road to success. Retainers came rolling in and the future seemed most inviting.

## A SOFT SNAP SPOILED

But Dame Fortune is a fickle mistress. A well-known customs attorney of New York City objected to the governmental aid given to Mr. Bride, and in a short time thereafter Mr. Lansing, it is said, "unofficially" requested Great Britain to issue no more permits for the release of American goods held in neutral European ports unless it first received the consent and recommendation of the Bureau of Foreign Trade Advisers. This request was observed by the British authorities and had the effect of putting Mr. Bride out of business, and at the same time held up hundreds of cases of American importers which had already reached a point of favorable consideration at the hands of the English officials in London. Mr. Bride, finding his usefulness over, returned to the United States.

It was the old, sickening story over again, of the American business man left in the lurch by the timidity and inefficiency of his State Department. Politics filled the offices with men unfitted for their duties, and inefficiency, backed by the traditional objection of the Department to doing anything vigorous in defense of American rights, lets American-owned goods go to ruin on foreign docks without need and without excuse. No one can say what percentage of these goods could be released under the rules laid down by the British, but certainly many of them can be. The unfortunate owners, however, can get only perfunctory "unofficial" service through official channels, and are prevented from employing private attorneys to push their cases. If Dr. Charles A. Holder, the newly appointed Foreign Trade Adviser, doesn't put new life into the bureau the outlook is not promising for the importers.

In the meantime the unfortunate American importers, exploited by former State Department officials and employees, and neglected by their own government, were clamoring for some redress. Mr. Rose had resigned, leaving Foreign Trade Adviser Judge Fleming to steer the ship of commerce. It must be said to his credit that he strove valiantly against insurmountable odds and dexterously brought to play his wide political experience in solving the complex and perturbing problems which confronted him daily. This condition of affairs was the heritage left by William Jennings Bryan to his successor. A firm policy is needed to meet the situation when Great Britain is in error.

Next week I shall tell how Great Britain is doing all this for the benefit of her own trade.



# SEEN IN THE WORLD OF SPORT

BY ED A. GOEWEY (THE OLD FAN)



**TAKING A SHORT TURN**

Coasting at Tuxedo Park, N. Y., one of the finest locations in the country for winter sports, and now generally spoken of as the "St. Moritz of America."



**SNOW-SHOEING IS EXHAUSTING**

Could there be a more appropriate spot for these fair, frost-kissed damsels to rest and "picnic" than this wind-shielded spot at the top of a snow-covered crest in the White Mountains?



**SKI JUMPING IS FINE**

Skiing is the sport which requires everything in the makeup of the real, thirty-third degree athlete—muscle, nerve and skill, and nowhere are more sensational feats performed than in the northern portion of our own Middle West, particularly in Minnesota, Wisconsin and Michigan.

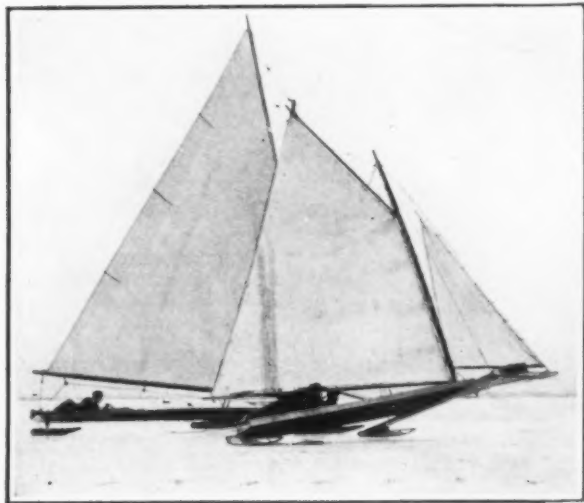
## SUMMER'S DEAD, LONG LIVE KING WINTER!

This Christmas 'twill be a matter of but small moment to the American lover of winter sports if at St. Moritz the sky be blue, the sun bright, and the snow covering the tennis courts at the Kulm Hotel be full 40 inches deep. Naught will they care that the weather at Kandersteg is perfect for curling, or that conditions for skating and skiing never were more favorable at Engelberg or Adelboden. For the time being, at least, the clash of the European nations has shut them off from Switzerland and the world famous resorts which dot the Alps. This year the out-of-doors children of Uncle Sam must find their pleasures at home, and though not many places here at an altitude of from 4,000 to 6,000 feet are accessible during the reign of Jack Frost, as they are abroad, there are thousands of spots where the snow and ice will be all that could be desired by those who would skate, ski, toboggan, sled or follow the other sports with which winter should go hand in hand. Long have we excelled at summer sports. Now let us take advantage of the cold weather opportunities, which bring with them better health and a longer life.



**SOCIETY HAS MADE IT A FAD**

Skating, probably winter's most healthful exercise, has been decreed the vogue by Dame Fashion for the cold weather months, and for once, at least, better health and a "craze" will go hand in hand. And unlike most pastimes, it is one suitable alike for old and young, with a guarantee of new life for every sweep of the steel blades.



**THE NEXT THING TO FLYING**

Would you like to skim five miles over the ice in less than eight minutes? Yes? Then try ice yachting. For speed and the element of hazard it is approached only by skiing and tobogganing, but, as a thrill producer, it stands by itself. It is a favorite sport in many sections, but it has been upon the Hudson and the Shrewsbury Rivers that most of the famous records have been made.



**GOLF'S WINTER-BORN BROTHER**

When the frost is on many things besides the pumpkin, and the snow lies inches deep upon the links, then does curling come into its own. It combines exercise with the fascination of a game requiring genuine skill, and each season finds its popularity on the increase in this country.



**FANCY SKATING VS. DANCING**

Good-by tango! Farewell fox-trot! Jack Frost now is master of ceremonies and insists that you choose your partners for fancy skating. And 'tis well, for the graceful swings of the skaters, as they sweep and swirl over the ice, make the gyrations of the followers of Terpsichore appear clumsy by comparison. Irving Brokaw, formerly the international champion fancy skater, is shown in the photograph with a partner.

# WANTED—A REAL FIGHTING FLEET

BY RUSH MCNAIR HOAG

AUTHOR OF "THE VALUE OF THE REPAIR SHIP TO THE FLEET"

EDITOR'S NOTE:—The writer of this article is now serving in the navy, and he may be assumed to set forth fairly the views of the majority of naval officers of the line on its needs. He is a writer of ability and speaks with the authority of one who knows his subject.

**A**RMAMENTS, and the increase in armaments, have been a subject of much discussion during the last few months. A great mass of material has been written by persons of little or no military experience, and whose ideas have been either their own prejudiced views, or the reflected ideas of military officers, who, for reasons, cared not to come forth into print. A well-balanced discussion on our fleet as it stands at present, or on its immediate and future needs, has failed to appear in any one comprehensive article.

As it is at present, and as it has been in the past, our naval program has been a matter depending almost entirely upon the Naval Committee. The recommendations of the General Board and the Navy Department have been slaughtered right and left for the benefit of the pork barrel, or to conform to the ideas of men with little or no military knowledge, and the result is an ill-proportioned fleet.

A few years ago, when we sent our fleet of 16 battleships around the world, we were dependent upon foreign bottoms to coal our fleet. We had no auxiliaries—as colliers—worth the name. Today we have the finest individual colliers in the world. For duty with the Atlantic fleet there are nine such colliers, their coal capacity totalling 89,670 tons. The bunker capacity of the Atlantic fleet of 21 ships is about 50,000 tons, and so it is seen that even today we have not enough colliers to fill the bunkers of the fleet twice should it be called for duty on an extended cruise, or should its line of communication be cut when basing on Guantanamo Bay or Pearl Harbor.

## BATTLESHIPS COME FIRST

The battleship is the capital ship, as the ship-of-the-line was before her, and as the superdreadnought will be in the future. Popular clamor may call for submarines today, airships tomorrow and battle-cruisers the next day, but the fate of the nation will rest in the turrets of her battleships. A battle must be fought between battleships of the dreadnought type before we can determine exactly what will be called forth in the way of a superdreadnought, but it is easy to determine what would occur to a fleet of pre-dreadnoughts in a battle against a like number of *Wyomings*.

The *Wyoming*, a vessel of 26,000 tons, has a battery of twelve 12-inch guns, and a speed of 21 knots. She could choose her own range, and her own position, even to getting to windward or in the sun, and defeat three *Connecticuts* with their battery of four 12-inch guns and 18 knots speed.

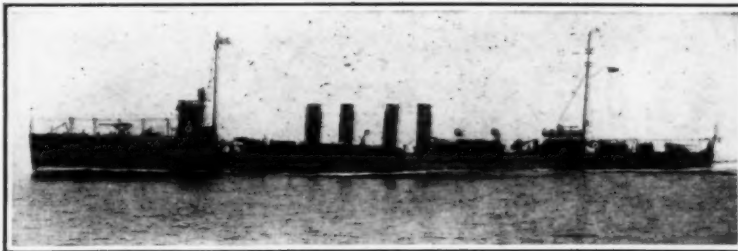
It is at last beginning to dawn upon people that tonnage is not an indication of exact naval power. This fallacy is easily dispelled by comparing a 20,000-ton ship with ten 12-inch guns to a ship of equal tonnage with only two 5-inch guns. This is, of course, a ridiculous comparison, but let us compare a few actual ships.

Ship	Tonnage	Battery	Speed
German <i>Wittelsbach</i>	11,943	4-9.4"; 18-5.9"	18
U. S. <i>Illinois</i>	11,552	4-13"; 14-6 "	17

It will be noticed that in the above comparison the German ship is of slightly heavier tonnage, but mounts only 9.4-inch guns to the 13-inch guns on the American ship of equal tonnage. Or let us compare ships of a later date:

Ship	Tonnage	Battery	Speed
German <i>Friedrich der Grosse</i>	24,310	10-12";	21
U. S. <i>North Dakota</i>	20,000	10-13";	21

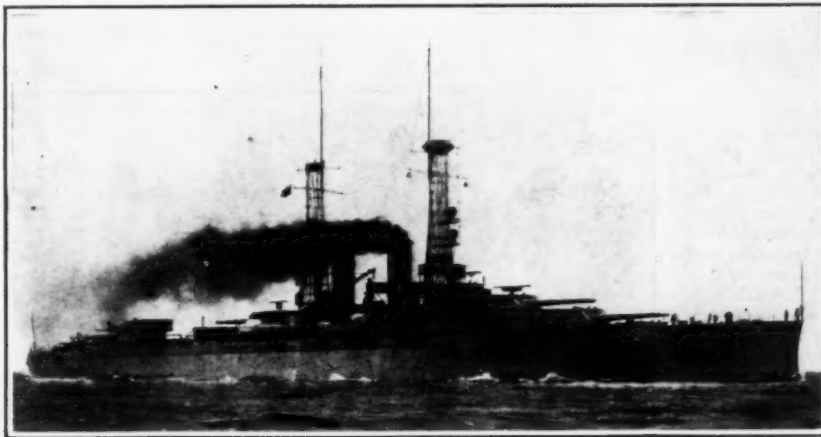
Does one for a moment suppose that the French navy is more powerful than the American? And yet in tonnage they are passing us. The tonnage of the French and German navies includes ships that are not fit to be placed in the line of battle. Ten ships classed as battleships in



A DESTROYER IN A PAINT DISGUISE

Many experiments have been made in the navy looking to the reducing of the visibility of ships at sea by painting. The illustration shows the destroyer *Trippe* in an eccentric garb that causes her to blend with the waves, especially in a poor light.

the German navy have batteries of only four 9.4-inch guns. It is, however, the dreadnought battleship that really counts, and the Germans have more and are building more than we. We have completed 12 vessels of the dreadnought type; Germany probably has 16 in commission at the present time; Britain 23 or more, including the two Brazilian vessels taken over since the war began.

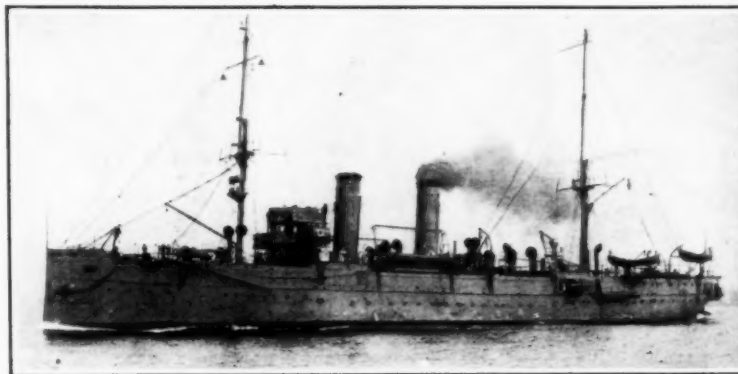


THE BATTLESHIP WYOMING AT SEA

One of the more powerful of our dreadnoughts, completed in 1912 and mounting twelve 12-inch and twenty-one 5-inch guns. Her complement is 1,036 officers and men.

## IDEAL NAVAL DIVISION

The ideal division of battleships is the one in which all the units are homogeneous, each having the same tactical diameter, or turning circle, and the same speed, so that maneuvering is simplified. As a division consists of four ships and a flagship, it is evident that construction should be in fives or, at least, fours. In the first division of the Atlantic fleet there are three classes of ships: *New York* and *Texas*, *North Dakota* and *Delaware*, and the



FIRST OF OUR MINE-LAYING SHIPS

The old cruiser *San Francisco* has been made the basis of a mine-laying and mine-sweeping division, a thing much needed. Other antiquated cruisers may be added from time to time.

*Arkansas*; each class with a different battery, and a different turning circle.

The ideal fleet consists of four divisions of four ships each, with their flagships, and the fleet flagship, or 21 ships as a total. As the only practical ship today is the dreadnought, these should all be dreadnoughts. We need two such fleets, or 42 ships, and as these facts are manifest, we should expedite the construction, so that our flag officers may have the ships to work with and train the crews, so that they may all gain the experience that battle requires. As the

*Michigan* and *South Carolina* are but 18-knot ships, they should not be included in the new program. This would give us 10 completed dreadnoughts. As we have eight ships under construction or authorized, we would have 24 ships to construct. If these were built at the rate of four a year, it would take six appropriation years and eight construction years to have these completed, or not until 1924. Our oldest dreadnoughts would then be 15 years old, having five more years of efficient life. In 1924 we could lay off building for five years, if considered advisable, and at the end of this period begin replacing the ships as they become 20 years old. Surely a nation with twice the population and wealth can afford to build as many ships as Great Britain.

## NEED OF BATTLE-CRUISERS

The battle in the North Sea between squadrons of battle-cruisers evidenced the two important factors in naval warfare: speed and gun power. The *Lion*, a battle-cruiser of almost 30 knots speed, with a battery of eight 13.5-inch guns, could, with ease, stand off our *Michigan*—a vessel classed as a dreadnought battleship—of 18 knots speed and only eight 12-inch guns, and send her to a crushing defeat. It is therefore apparent that at least two of our dreadnought battleships are no better than some of the foreign battle-cruisers. It is true that the *Lion* has less armor protection, but she has also guns an inch and a half larger in diameter and therefore far greater striking energy in her broadside fire. The weight of a 12-inch projectile is 870 pounds, and the weight of the 13.5-inch is about 1,300 pounds. The *Lion* can throw about 10,400 pounds of metal in each salvo and the *Michigan* only 6,960 pounds.

The function of the battle-cruiser is that of a high-speed, high-powered scout, a squadron of them composing the screen for the battle fleet. Suppose the battle fleet was endeavoring to reach Pearl Harbor from Panama for strategical purposes, or to join with another squadron, and it were known that a superior enemy fleet desired to intercept. With eight battle-cruisers, we could throw out a screen 100 miles ahead of the fleet, stretching 160 miles across our bows, the ships being 20 miles apart. A flotilla of destroyers would accompany them to aid in the scouting maneuver.

## OUR PRESENT HANDICAP

At present, to form a screen, we would have to do one of three things:

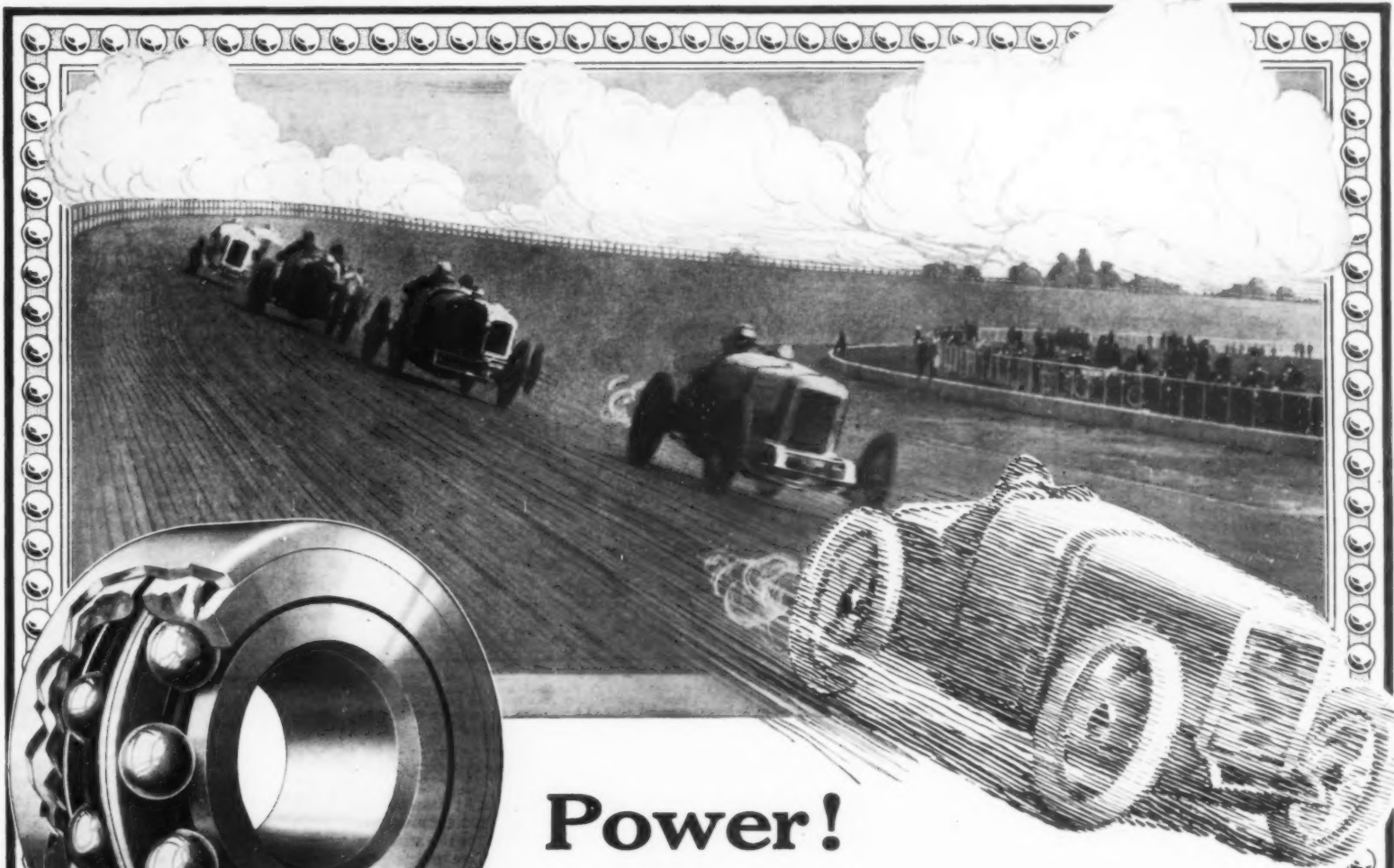
1. Throw out some of our dreadnought battleships, in which case the enemy battle-cruisers, with their superior speed, could outmaneuver them;
2. Use our old armored cruisers and risk their defeat by the superior battle-cruisers of the enemy; or,
3. Depend entirely upon destroyers. These would be beaten off by battle-cruisers, their equal in speed.

The need of the battle-cruiser is therefore apparent, and the same rule applies to their construction as to battleships: they should be built in fours. As 16 would suffice, four appropriation years would do the trick, after that authorizing four every fourth year.

The "Train" consists of the various auxiliaries for the

(Continued on page 703)





# Power! Endurance! Speed!

## New Departure Double Row Type

A single, self-contained, "fool-proof" unit carrying *all* the loads and stresses simultaneously from *whatever* direction they may come, with equal efficiency, and reducing friction to the vanishing point.

The master cars which have won the world's great racing contests—the cars that have proved victorious in power, endurance and speed—have all been equipped with the Ball type of Bearing—because this Bearing guarantees the utmost refinement and efficiency in motor car construction.



## New Departure Single Row Type

A highly perfected anti-friction Bearing for use where radial loads only are to be carried.

are used as standard equipment by 82 per cent of American motor car manufacturers. They are made of chrome alloy steel developed to superlative strength and exactness by ultra modern processes.

For these reasons you should insist upon your car being equipped with New Departure Ball Bearings—which are guaranteed at our factory by a system of inspections and tests that is not surpassed in any plant in the world.

# NEW DEPARTURE BALL BEARINGS

New Departure Ball Bearings in your car make it possible for the car manufacturer to assure you all the power, all the endurance, all the speed in the severest service. You will be interested in our booklet—"New Departure Ball Bearings and What They Mean to the Car Owner." It is yours for the asking—Write for Booklet E.

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**I**F you contemplate the purchase of any motor-driven vehicle or boat, but are in doubt as to what particular type is best suited to your needs, H. W. Slauson, M. E., editor of Leslie's Motor Department, will give you unbiased information that will help you solve the problem.

Mr. Slauson is an automobile expert who is in an unusual position to help settle motor questions.

For years he has been studying the problems of thousands of motorists, and his own experience and his complete records of other motorists enable him to advise you promptly and accurately on any matter relating to automobiles, motor cycles or motor boats.

This service is offered to Leslie's readers without any charge or obligation.

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225 Fifth Avenue New York City

Gentlemen:

I am considering the purchase of a  
(Give name or make if you have any preference  
or the price you want to pay.)

Motor Car .....

Motor Cycle .....

Motor Boat .....

Please help me in its selection and give me, free of charge, the following information.

Name .....

Address .....

If your interest is centered in a Motor Car, Cycle or Boat; whether your problem relates to Motor Operation or Routes, our Motor Department is at your service. Fill out this coupon and mail immediately.

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225 Fifth Avenue New York City

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(Give maker's name and year of model)

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Please send me free of charge the following information: Best Touring Routes\*

From ..... to .....

Accessories .....

Selection or care of tires .....

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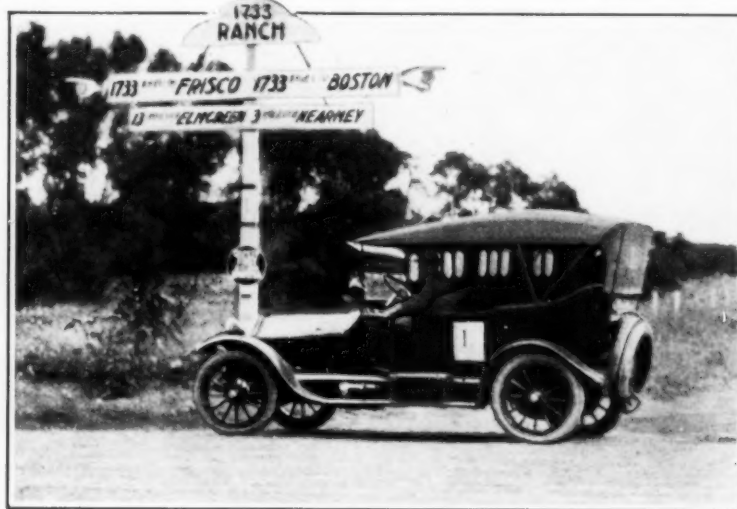
Les 12-23

# MOTORISTS' COLUMN

## MOTOR DEPARTMENT

CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



A RANCH WELL NAMED

As indicated by the prominent sign on the Lincoln Highway, 1733 Ranch obtains its name from the fact that it is exactly 1733 miles from San Francisco and from Boston. This particular Ranch is located west of Kearney, in Nebraska, and when the Lincoln Highway is completed the owner of 1733 may take his choice of a pleasure jaunt to the Atlantic or the Pacific.

### WHO MANUFACTURE OUR AUTOMOBILES?

**T**HIS country will need money to carry out the contemplated legislative program of the present session of Congress. Our imports have been so reduced in volume, owing to the European War, that our low tariff will not begin to serve its purpose, and officials are looking in other directions for the source from whence will come the taxes to meet our requirements.

Of course, the automobile owners and manufacturers are the first to receive attention from our modern (?) law-makers. Various taxes on the industry have been suggested, but those which would seem to be based on a grossly insufficient knowledge of the situation are those aiming to impose a levy on manufacturers based on the value of their output, or on the aggregate horsepower of the cars produced by them in each fiscal year.

### OPPOSING THE TAX

Several automobile manufacturers are opposing such a taxation on the basis that it is class legislation; that it will add materially to the selling cost of each car produced and therefore will tax only those able to purchase automobiles. They point out, truly, that the automobile industry—like any other substantial business in this country—is founded on sound business-like methods; that the immense Aladdin-like profits with which some fortunate manufacturers have been accredited represent no more than a fair return on the investment involved, and that an industry, which, in fifteen years, has assumed proportions which it has required other businesses half a century to reach, will naturally possess a few merchandizing geniuses who may amass fortunes in a decade. A business which represents close to a billion dollars worth of sales each year must, in order to have assumed such proportions, have returned the manufacturers engaged in it a fair interest on their investment, but a return which is no larger than in any legitimate business of vast size.

But, are these suggested taxes class legislation; are they not mass legislation in the strictest sense of the word? We are not referring to the one person in every forty-eight in this country who owns an automobile, and trying to infer that he represents the masses, for even though the modern

car is now available to every man who can save or borrow four hundred dollars, it is still not as yet a possession of the majority of the people. But when we investigate the effects of the automobile manufacturing business on other industries, which might, at first thought, seem to be foreign to automobile construction, we find the all-pervading influence of the business, and can realize that any legislation which would tend to contract or throttle motor car production would directly affect the earning capacity of millions of artisans and unskilled laborers.

Thirty-four states in this country possess motor vehicle factories, of which there are a total of 448. The employees directly engaged in the production of vehicles in these factories may be counted by the hundreds of thousand. There are nearly 30,000 garages, repair shops and supply stores in this country, which would account for another hundred thousand employees not engaged in the production of cars, but whose livelihood is directly gained from the motor car as an every-day utility and pleasure vehicle. By including the men engaged in the production of supplies and accessories used only on motor cars, such as tires, starting and lighting equipment, speedometers, carburetors and magnetos, and the like, we would have another vast army of a hundred thousand more.

### RAW MATERIAL USED

The effect of the prosperity of the automobile industry upon the prosperity of these men may be understood at a glance; but does the average law-maker realize the intimate association of other industries with the motor vehicle industry? Does he know, for example, that there are close to three-quarters of a million tons of special steel used annually in motor car construction; that the seats of this year's cars are covered with the hides of some 70,000 cattle, and over 3,000,000 square yards of imitation leather; that over 11,000,000 yards of top materials and lining are used annually, and that 300,000 pounds of sheet celluloid find their way into the curtains of a year's output of touring cars and runabouts. Even the carpet industry profits marvelously by the prosperity of the motor car manufacturers, for, during 1915, half a

million square yards of carpet for the tonneau and 650,000 square yards of linoleum for running boards and toe boards will have been consumed. Nearly ten million board feet of hickory and other wood for floors, wheels, running boards and the like will have been consumed, and the tires for the new cars alone will contain 16,000,000 pounds of manufactured cotton used in the construction of the fabric.

This list may be extended to include such a multitude of industries that it would seem that there is scarcely a single kind of business in this country that does not contribute some portion of its output to the construction of motor cars. The machine tool industry has long been an important one in this country, and a few years ago sixty per cent. of its output was purchased directly by automobile manufacturers for the enlargement of their plants. Closely allied with this is the hardware industry, which contributes five million hinges and as many door-catch fittings merely for the doors of the cars manufactured this year.

### COMPETITION IS KEEN

These, of course, are but suggestions pointing to the vast influence of the automobile industry on the prosperity of other trades. Towns have been built around this business, and in this way have given employment to an army of men, from the humblest hod carrier to the most experienced contractor and architect. But competition is keen in this business. Prices have been reduced as manufacturing facilities have been improved, until it seems that absolutely maximum value is now given the purchaser. The margin of profit is no larger than in any other well-conducted business, and, as pointed out before, the large aggregate sums made by certain companies is based solely on the volume of business transacted. The majority of manufacturers are selling at a price which so nearly represents the manufacturing and marketing cost that an increase in the price of crude rubber, which would affect their outlay for tires, would necessarily be represented in the increased ultimate price to the consumer.

And now, just at a time when the motor car seems to be within the reach of practically every independent citizen in this country, comes a war which has already increased the price of materials, whether formerly obtained from abroad or from the United States. In spite of this, far-sighted manufacturers, who purchased their supplies on contracts made before the increase in price of materials, have been able to maintain their previous low prices. But now any further hardship imposed upon them through legislation must be borne by the purchaser of the car—and if this enforced increase in price represents, as may well be the case, the dividing line between a million more or less sales for the coming year or so, it is easy to see how the masses rather than the classes will be directly affected by such short-sighted legislation.

### QUESTIONS OF GENERAL INTEREST

#### THREE-PASSENGER ROADSTER

B. L. P.: "I am interested in the purchase of a roadster, but desire one that is actually a three- or four-passenger vehicle, not one having a seat 44 or 45 inches wide that is called a 'three-passenger' but which will seat only two comfortably."

It is probable that the coming spring will find a large increase in the number of real three-passenger roadsters on the market. Many manufacturers designate their roadsters as three-passenger vehicles when, as you state, they will accommodate but two comfortably. There are several inter-

(Continued on page 701)

In answering advertisements please mention "Leslie's Weekly"



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**EVERY HOUSEHOLD ON FARM, IN SMALL** town or suburbs, where oil lamps are used, needs and will buy the wonderful Aladdin Mantle Lamp, burns common coal oil (Kerosene), gives a light five times as bright as electric. Awarded gold medal at San Francisco Exposition. One farmer cleared over \$500.00 in six weeks; hundreds with rigs earning \$100.00 to \$300.00 per month. No cash required. We furnish capital to reliable men. Write quick for wholesale prices, territory and sample lamp for free trial. Address nearest office: Mantle Lamp Co., 514 Aladdin Bldg., Chicago, Ill.; Mantle Lamp Co., 514 Thermos Bldg., New York City.

**AGENTS: 500% PROFIT. GOLD AND SILVER** sign letters for store and office windows. Anyone can put on. Write today for free sample. Metallite Letter Co., 446 N. Clark St., Chicago.

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**GET A SURE JOB WITH BIG PAY, STEADY** work, short hours, regular vacations, rapid advancement. Thousands of positions open with Uncle Sam. I will prepare you in a few weeks at small cost. Write immediately for big FREE Book D. U.-811 with special offer.—Earl Hopkins, Washington, D.C.

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**GOVERNMENT POSITIONS PAY BIG MONEY.** Get prepared for "exams" by former U. S. Civil Service Secretary—Examine today for free booklet 99. Arthur E. Patterson, Rochester, N. Y.

**THOUSANDS MEN AND WOMEN WANTED.** Get U. S. Government positions. \$75.00 Month. Steady work. Common education sufficient. Write immediately for free list of positions now obtainable. Franklin Institute, Dept. E 132, Rochester, N. Y.

### MOTION PICTURE PLAYS

**WANTED—NEW IDEAS FOR PHOTOPLAYS** at \$10 to \$100 each. Your "happy thoughts" worth cash. Get free book showing how. Elbert Moore, Box 772 L-10, Chicago.

**WRITE PHOTOPLAYS, SHORT STORIES,** Poems, \$100 each. No correspondence necessary. Start writing and selling at once. Details free. Atlas Pub. Co., 357 Atlas Bldg., Cincinnati.

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### CORRESPONDENCE SCHOOLS

**LEARN TO WRITE ADVERTISEMENTS.** Earn \$25 to \$100 a week. We can positively show you by mail. How to Increase Your Salary. Book mailed free. Page-Davis, 42 Page Bldg., Chicago, Ill.

### COINS, BOOKS, STAMPS

**\$2 TO \$600 PAID FOR HUNDREDS OF OLD** coins dated before 1895. Send 10c for new illustrated Coin Value Book, size 4x7. It may mean your fortune. Clarke & Co., Coin Dealers, Box 86, Le Roy, N. Y.

### REAL ESTATE—FARMS FOR SALE

**FARMS IN VIRGINIA \$15.00 ACRE AND UP.** Easy payments. Mild Climate; no long cold or hot spells. Social Life, Fertile Soil, Good Markets—High Prices—On Railroad—Convenient to Trains. Write for free magazine and other information. F. H. LaBaume, Agri. Agt., Norfolk & Western Rwy., Room 264, N. & W. Bldg., Roanoke, Va.

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Guaranteed Circulation 400,000, at least 95 per cent. net paid.

Edition order now running in excess of 425,000 copies an issue.

Rate \$2.00 a line—minimum four lines. Forms close 21 days in advance of date of issue.

## MOTORISTS' COLUMN

(Continued from page 700)

esting types of three-passenger roadsters already on the market, however, and their popularity will probably result in the production of this type of roadster to the exclusion of the two-passenger type in the higher priced cars.

### CAUSE OF STUCK VALVE

K. W. M.: "One of the intake valves of my motor has stuck on several occasions lately. What is the cause of this?"

Formation of carbon on the valve stems will contribute largely to this result. Too thin an oil, or one which carbonizes easily, may gradually build up a somewhat rough surface on the valve stem, which will gradually make the operation of the valve so stiff that the push rod will eventually become stuck and the valve will be held open. Of course a valve can never be stuck in the closed position, unless the stem is broken, because of the positive action of the cam and push rod.

### ELIMINATION OF GEAR LEVER

T. M. F.: "I have found it rather difficult to learn to operate a car owing to the trouble experienced with shifting gears. Are any cars so designed that the gear lever may be disposed with?"

Those cars provided with the planetary type of transmission employ a lever only for the brake and high speed, the reverse and low speed being operated by means of pedals. Although there are no gears used in the friction type of transmission, the various speeds or positions of the friction discs are obtained by the movement of the lever. Some cars are provided with a series of buttons on the steering post, the pressure of any one of which engages the proper gear in the transmission by means of an electric magnet. Another type of transmission is entirely electrical and requires neither the use of gears nor a hand lever to engage the different speeds.

### LOCKING THE STARTER

T. P. L.: "My car is kept in a public garage, and while I am able to lock the ignition circuit with the key provided with the car, I do not find it advisable to lock the transmission or brake so that the car cannot be moved, for the garage men could then push it to the washing rack. Furthermore, in case of fire, my car would be certain to be burned."

## THE CHRISTMAS COMRADE

Behold Him by the cottage hearth  
And in the palace hall,  
When from the glittering Christmas tree  
Its fruits enchanted fall.  
His glory shines in every light  
Among the branches green,  
And on each dainty holly wreath  
In berries red is seen.  
He comes on Christmas Eve to bless  
Each gift from priceless pearls  
For beauty's breast to painted toys  
For little boys and girls.  
Since He was born at Bethlehem  
And in a manger lay,  
His gentle Presence sanctifies  
The joys of Christmas Day.  
He stands beside the soldier, too,  
Across the ocean foam  
In trenches deep with sodden snow  
And brings him thoughts of home.  
Though all the Christmas bells are mute  
Where War's fierce eagles flew,  
He shares the sentry's lonely watch,  
A comrade ever true.  
O hush! stop your call to arms,  
Be silent rolling drums,  
For with a gift from Heaven above  
The Christmas Comrade comes.  
His voice in every carol bids  
The cruel war to cease,  
For lo! He hears to all the world  
The Christmas gift of Peace.

MINNA IRVING.

## OUR TRUST COMPANIES

A REFERENCE book of much value to financiers and other business men is the 1915 edition of "Trust Companies of the United States," published by the United States Mortgage & Trust Company, New York. It contains the names of 2031 trust companies, and lists of officers and directors, with stock quotations, dividend rates, etc. A valuable table shows a "recapitulation of resources and liabilities of trust companies by States." Gratifying gains in the resources of these companies are shown. The volume will be appreciated by every one who is interested in finance.

if it could not be pushed out. I feel, however, that occasionally a lazy garage man may operate the car in low speed with the starter. Of course, this is exceedingly harmful for the battery, but I have no way of overcoming this. Are any cars provided with a starting pedal lock?"

Your question brings up an interesting point. Some cars have the starting circuit included in the switch lock, but those operated with a pedal, as a rule, have no means of locking the engagement of the starter, or the starter switch. One manufacturer, however, has included a device on his 1916 model which enables the driver to lock the starting device, the transmission and floor boards with a single key. This renders the starting device unoperative, and also insures that the gears will be kept in the neutral position.

### OBJECTIONS TO GLYCERINE

B. J. L.: "I understand that glycerine may be used as an anti-freezing solution in my radiator, but I note that you seem to prefer alcohol for such purposes. What is your objection to glycerine?"

The proper proportions of glycerine and alcohol produce a satisfactory anti-freezing solution, but glycerine alone tends to disintegrate the rubber hose connecting the radiator with the water jackets. It also is thicker than water, and therefore is somewhat sluggish in its movements, and for this reason a solution of glycerine and water alone is not adaptable for use in thermo-siphon cooling systems.

### LUBRICATION OF SPEEDOMETER SHAFT

D. N. E.: "I have driven my car 8,000 miles and have never had any trouble with the speedometer. I am beginning to notice a pronounced click or grinding noise in the tubing that connects the speedometer with the front wheel, however. Should I lubricate the speedometer?"

The mechanism of the speedometer itself should never be lubricated by the owner. It is possible, however, that the shaft which connects the speedometer with the front wheel requires attention. A melted graphite grease may be poured into the speedometer end of this shaft. As this is recommended by some speedometer manufacturers as a precaution to be observed every three months, it is probable that such a proceeding would be beneficial in your case.

## NEW YORK'S GOOD SHOWS

ATTRactions to WHICH YOU MAY SAFELY TAKE YOUR WIFE OR SISTER

Astor	Hu-the Trail Holiday	Another Success	Cohan
Belasco	The Boomerang	Comedy. Notable good company	
Bosch	Lord Dunsany	E. H. Southern in excellent revival	
Candler	The House of Glass	Forceful, melodramatic cross-play	
Casino	The Blue Paradise	Tuneful Viennese operetta	
Comedy	Hobson's Choice	Irresistible comedy of English life	
Cohan's Court	Fighting for France	Stupendous war film	
Edging	Princess Pat	Comic opera hit	
Empire	Fair and Warmer	A laugh from beginning to end	
Fulton	The Chief	John Drew in comedy	
Gaiety	Fighting in France	Thrilling War Movies	
Globe	Sadie Love	Unique Farce. Fun aplenty	
Hippodrome	Chin-Chin	Second season success	
Harris	Hip-Hip Hooray	Biggest variety show in the world	
Hudson	Rolling Stones	A laugh builder	
Living Place	Under Fire	Stirring war drama	
Knickerbocker	German stock company	Deutches Theater	
Liberty	Triangle Plays	High class Motion Pictures	
Longacre	The Birth of a Nation	Stupendous Movie of the American Reconstruction period	
Lyceum	The Great Lover	Leo Ditrichstein in romantic comedy	
Lyric	Our Mrs. McChesney	Ethel Barrymore in breezy comedy	
Maxine Elliott's	Abe and Mavrus	Laughable sequel to Potash & Perlmutter	
New Amsterdam	The Ware Case	Lou Tellegen in an intense murder mystery	
Palace	Around the Map	Musical comedy hit	
Park	First-class Variety	War Movie	
Playhouse	Germany on the Firing Line	Grace George in Bernard Shaw comedy	
Punch & Judy	Major Barbara	Splendid production capably acted	
Republic	Treasure Island	Harvard prize drama	
Shubert	Common Clay	Viennese opera	
Vitagraph	Alone at Last		
40th Street	First class Motion pictures		
44th Street	The Unchastened Woman	Comedy of modern domestic scandals	
48th Street	Romeo and Juliet	Played by capable cast	
	The Eternal Magdalene	Julia Arthur in strong morality play, splendidly acted	



## Elderly People

are frequently lacking in old-time vigor, merely because they do not have proper nourishment—food that rebuilds the body and keeps the mind healthy.

With advancing years the digestive functions are apt to become sluggish, and assimilation is less active.

To meet this condition, truly nourishing foods which are easily digested and quickly absorbed are necessary.

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## Grape-Nuts

—a scientific, partially pre-digested food, full of the rich nutriment of wheat and malted barley, including the vital, life-giving phosphates grown in the grain. These elements are absolutely essential for normal health, but often lacking in the usual diet.

Served with cream, or hot milk for those who need easy chewing, Grape-Nuts is delicious, and furnishes body-building, energy-producing nourishment—especially adapted for keeping folks "young" and vigorous, whatever their years.

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**GILLETTE**—there's the answer! A woman is quick to see that an investment of \$5 will save him from Forty to Sixty Dollars every year in shaves and tips. No Stropping—No Honing.

He can shave at home in less time, with more comfort, and he will always be clean faced and presentable.

Here is the Gillette "Bulldog"—a new model, with the stocky "Bulldog" handle. Many prefer it for its generous grip and better balance.

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Protect Your Car!

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# BRITAIN IN THE WAR

BY MARTIN MARSHALL



## BRITAIN'S SPOILS OF WAR EXHIBITED

After the British advance in Flanders in September and October a number of captured German field pieces were sent to London and shown to the public at the House Guards Parade. Berlin, Paris and Petrograd had shown trophies under similar circumstances, but this was the first time the British public had been given the opportunity to gloat over the spoils of war.

THE successes of the British army have been so few as to cause surprised comment in the neutral press, and it is generally assumed that much of the diplomatic fiasco of the Allies in the Balkans is due to this reason. From the beginning of the war the British army has shown courage and determination, but has failed to score a single sweeping, spectacular success. The story of its failures has a monotonous tone—always late, always in insufficient force.

Beginning with the ill-starred Antwerp expedition—which was largely naval, the bulk of the forces being reserves from the navy—and running through the Gallipoli stalemate; the Mesopotamia expedition, undertaken with what is officially stated to have been "considerably over a division" (20,000 men); the Saloniki expedition, where the French arrived first, although the Balkans present a peculiarly British problem; and the two vain attempts to smash through the German lines at Ypres—all these have been brilliant efforts that have brought nothing but disappointment.

Critics of Britain say that it is the policy of the government to hold back its army; that some chances on ultimate success must be taken in order that the empire may be strong at the end of the war. This is scarcely credible. Great Britain has too much at stake to trifle with the possibilities of defeat for the Allies. It seems more probable that the unreadiness and the consistent underestimating of the enemy strength in any particular campaign is characteristic. The same blunders were made in the Boer war. It is generally agreed that if the British had correctly sized up the job ahead of them in South Africa and had undertaken it with a sufficient force the war would have been ended in half the time and with less than half the losses that it did. If history is merely repeating itself it is doing so on a gigantic scale this time.

## FAILURE IN THE BALKANS

At this writing the Balkan situation is so uncertain that all speculation on the future is useless. But as to the immediate past there is little doubt. The Allies must have known as long ago as last July that a huge Teutonic offensive was being massed against Serbia, and that its goal was the opening of free communications with the Turkish capital. This would establish a constant threat against the British possessions in Egypt, Arabia and India. Plainly, it would seem, the Allies had two choices—to abandon Serbia to her fate or to send her assistance

sufficient to hold back the Teutonic rush. They did neither. A few troops were sent to Saloniki and six weeks after the German advance started, and when Serbia was destroyed they were still debating about measures to "save Serbia." Meantime they had been dribbling men into Saloniki. At the end of the first week of December, nine weeks after the Germans crossed the Danube, they had about 100,000 men, mostly French, in Macedonia—and Mackensen was rolling down his veterans to cooperate with the Bulgars against them. A little earlier the division of Indian troops that had advanced to within a few miles of Bagdad in Asiatic Turkey was routed by a superior force of Turks and driven back more than 100 miles; the Gallipoli expedition was making desperate but unsuccessful offensive moves against the Turkish strongholds.

## PLENTY OF TROOPS AT HOME

From reliable accounts it seems that at the beginning of December Great Britain had upwards of 2,000,000 troops within the British Isles, many of them well trained. Half a million of these would have saved Serbia, brought Greece to terms and ended the German hope of a road to Constantinople.

Recent developments seem to indicate that the British rulers still place their faith in starving out Germany. Lord Robert Cecil presented a bill recently in the House of Commons designed to still further restrict the trade of Britain's enemies. Commercial pressure is being put on Norwegian merchants to stop all sales to Germany. England has threatened to prevent all importations of olive oil and sheet metal into Norway unless guarantees are given that no canned foodstuffs will be sold to Germany or her allies. The *English Economist* has warned the government that such measures against neutrals have been carried too far.

The best information that comes to this country is to the effect that while Germany is feeling severely the restrictions enforced against her commerce, and is short of many luxuries of food and clothing, she has not had her military efficiency impaired, and is not likely to. The British embargo is desperately irritating to her enemies, but it will take something more effective to bring them to terms.

In the meantime conscription is still threatened in Britain. Upwards of 4,000,000 soldiers have enlisted under the volunteer system, but the number is not large enough, and a clean sweep of British manhood is probable.

In answering advertisements please mention "Leslie's Weekly"



## WANTED—A REAL FIGHTING FLEET

(Continued from page 698)

maintenance of the fleet at sea away from its base of supplies. As a train is an encumbrance upon the battle fleet in the face of the enemy, it is necessary that vessels be detached for its protection, unless the Commander-in-Chief finds it necessary to detach himself from the Train and leave it to the mercy of the battle. The battle-cruisers, which form the screen until the battle is imminent, are the logical units for the protection of the Train, and without them other ships from the battle line, or destroyers must be detached from their more important duties for this protection.

The Mining and Mine Sweeping Division came into being recently, consisting of the cruisers *San Francisco* and *Baltimore*, gunboat *Dubuque* and the four fleet tugs. This is a long step in the right direction and should be furthered by converting all the older and smaller cruisers into mine planters.

Our well-balanced fleet would also have with it at least ten of the new seagoing submarines, and if this line of reasoning is to be considered logical, each of the two fleets would then consist of:

### FIRST LINE:

21 Dreadnought battleships.

### Screen:

8 Battle-cruisers.  
40 Destroyers, 10 to each battleship division.  
10 sea-going submarines.

### TRAIN:

Mine and Mine Sweeping Division.  
10 cruisers, for mine planting.  
8 fleet tugs, for mine sweeping.

### Auxiliary Division:

16 colliers.  
4 oil fuel ships.  
4 supply ships.  
4 repair ships.  
2 hospital ships.

At present we have in commission:

		in reserve
Battleships, first line	8	—
Battleships, second line	17	5
Armored cruisers	6	4
Destroyers	34	18
Submarines	38	—

Under construction or authorized we have:

Battleships, first line	9
Destroyers	21
Submarines	38

Let us have our two active and well-balanced fleets as soon as practicable, and then we can discontinue active construction, building only as it becomes necessary to replace ships that become old or obsolete. The nation, with only a second-rate army, could then feel secure from a foreign invasion.

## WILSON'S WEDDING-DAY

Although the year is near its end  
And frosty days advance,  
The White House grounds are glowing with  
The roses of romance.  
Love lights the chambers with his smile,  
And flings the portals wide,  
Our happy President has won  
A sweet and lovely bride.

Though he may walk upon the heights  
Of glory all his life,  
A man is only half a man  
Without a loving wife.  
A deeper wisdom guides his soul  
To counsel and command,  
Who feels in his protecting palm  
A woman's trusting hand.

So tie the eagle's mighty wings  
With satin ribbons white,  
And bid the States entwine a wreath  
Of bridal blossoms bright,  
Starred o'er with Southern orange-flowers  
From gardens of perfume,  
And bound with Northern ivy green  
In winter's frozen gloom.

Hark!—silver-clear upon the wind  
A tide of music swells  
And floods the world with merry sound,  
The White House wedding bells,  
Within a hundred million hearts  
The dancing echoes play,  
For all the nation shares his joy  
On Wilson's wedding-day.

TARRYTOWN.



## Putting the Burroughs Print Shop On a Profit Basis

A lot of printing is done in this shop—for the Burroughs Adding Machine Company uses many inside and outside forms, and distributes a large quantity of advertising literature.

Word went out that the shop must stand on its own feet absolutely. The Manager must bid against outside firms on every job; he must also operate at a profit. And his costs are carefully checked by the Company's cost department.

He found the Multigraph, up to its size and capacity, the quickest and most economical machine in the shop. It saved him \$165 in the first six weeks and a second one was promptly installed.

Now he is saving an average of \$250 a month on work that used to go to the Gordon presses. And the company is highly satisfied with the work produced.

# THE MULTIGRAPH

## "MULTIGRAPH JUNIOR"

The Multigraph fits the needs of those with a limited amount of printing and form type-writing as perfectly as those of a complete printing department like the Burroughs. The New Junior Equipment shown below brings Multigraph high quality, convenience, speed and economy within any business man's needs.

\$200

## "MULTIGRAPH SENIOR"

This is the latest, improved type of equipment such as is used by the Burroughs Adding Machine Co., and thousands of other concerns, large and small. Complete with Electric Power Drive, Printing Ink Attachment, Automatic Paper Feed, Automatic Platen Release and Wide Printing Surface.

\$665

### Write for Complete Burroughs Story

Every one who sends in the coupon will receive a copy of one of the most interesting folders we have ever prepared. It tells the story of the Burroughs Print Shop and the Multigraph in detail, which is impossible in a brief advertisement.

MULTIGRAPH, 1813 E. 40th Street, Cleveland

I shall be glad to have a Multigraph representative show me Multigraph work similar to mine, and investigate, at no obligation to me, its possible application to my business.

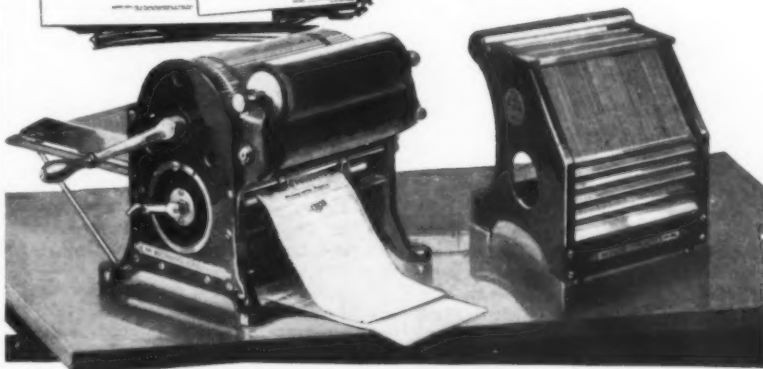
Name.....

Official position.....

Firm.....

Street Address.....

Town..... State.....



In answering advertisements please mention "Leslie's Weekly"

## A Big Income for Investors of Moderate Means

We offer in \$100 denominations at \$92 and accrued interest the 6% mortgage bonds of a prominent bank under supervision of a foreign government. This government is at peace with the world and occupies a stronger and more important position commercially and financially each year.

The investment is secured by property valued at three times the amount of the bonds and is further secured by all the assets of the issuing bank. It is free from normal income tax.

We will send full information describing this particularly attractive investment to those who ask us for Circular No. L-10.

**Keane, Zayas & Potts**  
Members New York Stock Exchange  
15 Broad Street, New York

## Stocks and Bonds in ODD LOTS

Thrifty men and women in all parts of the country are profitably investing their funds by purchasing standard securities listed on the New York Stock Exchange in "odd lots," that is small amounts under 100 shares. We will execute your order for any number of shares or bonds from one up, either outright for cash or on partial payment. Practically 30% of the transactions on the Stock Exchange nowadays are in these small amounts—10—20—30—40—50 shares, etc.

Free Booklet L-1, "The Odd Lot," gives full particulars. You can diversify your investments by buying a few shares in several companies.

**SHELDON, MORGAN AND COMPANY**  
42 Broadway, New York City  
Members New York Stock Exchange

## Partial Payment Prosperity

You can bring prosperity home by saving, saving regularly, and investing what you are saving while you are saving. This you can do on our Partial Payment Plan.

Our Partial Payment Plan applies to New York Stock Exchange securities only.

Send for Booklet 4, "Partial Payment Plan."

**John Muir & Co.**  
SPECIALISTS IN  
**Odd Lots**

Members New York Stock Exchange  
MAIN OFFICE, 61 BROADWAY, N. Y.

## Invest Small Savings

in sound securities that yield an income. By our **PARTIAL PAYMENT PLAN** you can obtain dividend paying Stocks or bonds with modest capital.

Send for our Booklet B

**Nedener & Burke**

Members N. Y. Stock Exchange  
20 BROAD ST. NEW YORK

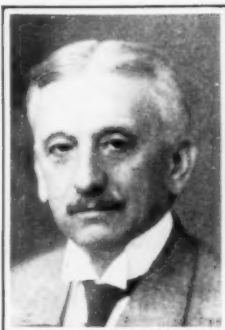
## Installment Investments

You can buy Anglo-French Joint Gold Bonds in denominations \$100, \$500, \$1,000 and upwards, to yield nearly 5½% by making small initial payment and balance in monthly installments. Send for pamphlet L.

**Tefft & Co.**

Members New York Stock Exchange  
5 Nassau St., New York

## JASPER'S HINTS TO MONEY-MAKERS



JOHN G. SHEDD

Head of Marshall Field & Co., and one of Chicago's most prominent business men, who was recently elected chairman of the Board of Directors of the Chicago, Rock Island & Pacific Railway. It is said Chicago will now be the road's financial, as well as operating, headquarters.



MRS. G. H. MATHIS

Of Birmingham, Ala., president of the Alabama Diversified Farming Association, who is employed by a leading bank to teach farmers better methods. She has induced many farmers to plant less cotton and to raise diversified crops. She farms 1,000 acres of her own.



J. LEONARD REPROGLE

Who lately paid \$15,000,000, for himself and associates, for 240,000 shares of the Cambria Steel Company. He entered the employ of that concern 27 years ago as a water boy, at \$5 a week, and rose to be vice-president. He resigned from that office last March.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDOE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

**MONEY** is a workman. It works for its owner while the owner sleeps, and it will work for anybody who has it, if he will only put it to work, for there is always somebody ready to hire money and pay for its use. Just see how it works. The other day, an aged widow found an old bankbook showing a deposit of \$73, made in 1854 in a Jersey City bank. When she went to draw out the money, she discovered that her \$73 had increased to \$1,030, and that sum was turned over to her. So much for compound interest at 4 per cent.

This incident emphasizes the admonition embodied in the advice of one of the large banks of the country, that every one should invest his surplus, whether large or small, in dividend securities of the best class, whether railroad, real estate or farm mortgages, or public utilities for "To keep money idle is a costly operation."

Toward the close of the year 1915, when new resolutions are in order, let every reader of this department remember that with as little as \$5 or \$10 he can make first payment on the purchase of a first-class \$100 bond. Let every reader, who has a few hundred dollars to spare, put it in a good \$500 or \$1,000 bond on the partial payment plan, and let it earn something. Five hundred dollars invested in a 6 per cent. bond (with the income deposited in a savings bank at 4 per cent.) will double itself in twelve years. That is, the \$500 will have become \$1,000 in that time. This \$1,000 at 6 per cent. will earn \$60 a year or over \$1 a week for its possessor. Even at 5 per cent it will double in fifteen years and at 4 per cent. in eighteen years.

Plenty of excellent 6 per cent. bonds, especially farm and real estate mortgages and public utilities, can be had in small denominations. What could be handier to have in the house on "a rainy day," or in the later years of life?

Everybody could save if he would determine to do so, if he would eliminate some of the luxuries of living, and have a determined purpose to set aside something, however small, for the hour of need. Many who have saved their frugal earnings with the greatest care, foolishly risk them in a gambling venture at the solicitation of a

smart salesman, or in response to a dazzling advertisement, either in newspaper or circular form. There are lots of people who think they are smarter than anybody else. They will take no advice. They buy worthless mining, oil and similar stocks and lose money. The careful investor buys only after he looks into his purchase, and then he buys because he wants to become a partner in the business.

To me, one of the strangest things about the many letters I receive is that some come from persons who admit that they have been swindled by foolish schemes and who then proceed to ask my advice about some other swindle equally preposterous, or even worse. But we are a careless people. Did you ever notice that some railroad men are so reckless in handling trains that whenever low bridges are found, lines of warning streamers are strung across the tracks before the bridge is reached, so that when the streamers strike the brakeman, he will know enough to dodge and not get struck by the bridge. More people are killed or injured while trespassing on railroad properties ten times over every year, than are killed while traveling as passengers.

The lesson the small investor wants to learn is that his money is just as good as that of the largest investor. The former has greater need of being careful, because he has less to spare. Learn to be a careful investor. The first thing the careful buyer does if he wants to buy a horse, a cow, a house or a farm, a bond or a share of stock, is to make a careful investigation. School-boys may swap the jackknives they hold in their closed hands, but grown-up men ought to know better. The humblest investor can buy with as great safety as the proudest, for both can deal with the same bankers or brokers in these days when small lots are popular with firms of established character.

One of my readers complains that I do not give him tips on which to speculate. He says he is willing to gamble and to take his loss without complaining, but he wants to know in which stocks to gamble. This is not a gamblers' department. The highest compliment paid me in twenty-five years during which I have conducted the financial columns of LESLIE'S was that of a reader who said: "While I have never made much money by your hints, I certainly never have lost a dollar." No man need lose a dollar who will buy investment securities, and these are what I most strongly recommend.

With the promise of wider prosperity, and with the large accumulation of wealth in this country, first-class railroad, industrial and other securities can be bought at

(Continued on page 705)

## Safe 6% Bonds for Your January Funds

If you have funds for January investment, you should write for our January list of sound First Mortgage Real Estate Bonds, in denominations of \$1,000, \$500, \$100, netting 6%.

No investor has ever lost a dollar of principal or interest on any security purchased of us since this House was founded, 33 years ago.

Send today for Booklet No. A-602.

**S.W. STRAUS & CO.**  
MORTGAGE & BOND BANKERS  
ESTABLISHED 1882  
STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK

### 7% SOUND FIRST MORTGAGES

The demand in unsettled times for good first mortgages indicates their unusual stability. First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loaned over \$1,000,000 and not a single cent lost to any investor or a single foreclosure sale made. Write for booklet describing methods, and list of loans from \$250 to \$100,000.

**Aurelius-Swanson Co.**  
28 State Nat. Bank Bldg., Oklahoma City, Okla.

### BONDS Accepted by the U.S. Government as security for

#### Postal Savings Bank Deposits

Instead of the 2% the Postal Banks pay, these Bonds will yield from **4% to 6%**

Write for Booklet E—"Bonds of Our Country"—FREE

**New First Nat'l Bank, Dept. 5, Columbus, O.**

### 6% NET

For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of \$200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 716. \$25 Certificates of Deposit also for saving investors.

**PERKINS & CO. Lawrence, Kans.**

## HOTEL BILTMORE NEW YORK

The center of Business and Social Life of the Metropolis

1000 OUTSIDE ROOMS

JOHN M. E. BOWMAN PRESIDENT

## Go To BERMUDA

Golf, Tennis, Boating, Bathing, Cycling

**Twin Screw S. S. "BERMUDIAN"**  
Sails every Wednesday

**Twin Screw S. S. "EVANGELINE"**  
Under the American Flag  
Sails alternate Tuesdays, Thursdays and Saturdays

**QUEBEC S. S. CO., 32 BROADWAY, N. Y.**  
Or Any Ticket Agent

## NO MONEY

Just ask for a generous trial bottle; 3-in-One cleans and polishes all veneered and varnished surfaces; saves old furniture. Write 3-IN-1 OIL CO., 42 CH. Broadway, N. Y.

## TYPEWRITERS

All Makes, Factory Rebuilt by the famous "Young Process," guaranteed like new. Our big business permits lowest prices—\$10 and up; machines rented—or sold on time. Satisfaction guaranteed—or money back. Rentals apply on purchase price. Write for Catalog.

**YOUNG TYPEWRITER COMPANY, Dept. 333 CHICAGO**

In answering advertisements please mention "Leslie's Weekly"



# JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 701)

this time with a knowledge that they are worth what they are selling for and, in all probability, will be worth more within the next few years.

B. L., St. Louis: City real estate and farm mortgage bonds can be secured in \$100 amounts.

F. Campbell, Cal.: The exchange of Braden for Kennecott is well thought of. The merger ought to be a success.

S., St. Louis: Cosden Oil is highly capitalized and insiders are predicting higher prices, but perhaps they are seeking to make a market.

Stocks, Latrobe, Pa.: I do not advise the purchase of Uncle Sam Oil Co. stock. Why not pick a dividend-payer as successful investors do?

M. T., Dallas: Your profit or loss in selling a sound bond is usually negligible. Make your first investment in a few good bonds. Then diversify.

L., Richmond, Va. Beet Sugar Common is now selling about as high as it was before the dividend was passed, and it looks as if insiders had been taking profits.

S., Flushing, N. Y.: Swift & Co. is a strong, well-managed concern. I do not see why the dividends on the stock should not be secure as long as our prosperity continues.

S. P., Topeka: At present prices Liggett & Myers 7's and Lorillard 7's both bring a higher rate of interest than their 5's, even if held until maturity, when of course they are to be retired at par.

J., Lanette, Ala.: The copper stocks, especially the dividend payers, or those promising early dividends because of the established character of their ore deposits, show a tendency to advance.

G., Roxbury, Mass.: The stock of Loew's Boston theaters, with a par value of \$10 offered at \$12, is not a high-class investment. It has decidedly speculative features. Listed stocks find a readier market.

E., Bartlesville, Okla.: American Chicle suffered a serious loss in net earnings, largely due to the Government tax on raw chicle and on chewing gum. Common has recently been quoted around 90. Insiders do not appear to be selling.

P., Chicago: B. F. Goodrich & Co. has a capitalization of \$60,000,000 Common, \$28,000,000 Pfd., and is doing an extensive business on a basis so profitable that it has paid seven per cent. dividends regularly on its Pfd. The Common is still in the speculative field.

G., Louisville, Ky.: Chevrolet Motor has a capital of \$20,000,000, with no bonds. The stock has recently risen to over 140 on account of reports of its rapidly growing business in the field of low-priced cars. It has an excellent management and the stock has possibilities.

L., Kansas City, Mo.: No doubt in some instances railroads have not been managed with good business foresight, but the misfortunes of the M. K. & T. are largely due to a decline in its earnings, which jeopardized its credit and made it unable to meet its obligations.

R., Hartford, Conn. 1. Ray Hercules is a promising speculation if its developments meet the expectations of the promoters, but mining is most uncertain. 2. Int. Petroleum is one of the promising companies of the S. O. group, but it is selling at more than two and a half times its par of \$5 and has paid no dividends thus far.

G., Coconut Grove, Fla.: 1. Am. Ag. Chem. Com. while it pays only 4 per cent. is earning considerably more and is a fair speculation. 2. Int. Ag. Corp. has a capital of over \$7,000,000 Com., and \$13,000,000 Pfd. and a bonded debt of over \$11,000,000. It is doing a large business and might be held for a long pull.

W. K. L., Chicago: New York and Chicago real estate bonds are dealt in by many substantial houses who make a specialty of these securities. They are issued in both large and small amounts and often with serial maturities so that you can suit your investment requirements exactly. The income return is usually 5½ per cent. to 6 per cent.

J. W., Akron, S. C.: 1. Texas Company has been paying 10 per cent. Its earnings are growing larger, but it is selling at over 200. My readers will recall that I advised

its purchase when it was around 90. 2. National Transit is a Standard Oil subsidiary, par \$25, and selling at over \$35. It is proposed to reduce the par value to \$12.50 and to pay a cash dividend of that amount. It is a fair speculation.

E., Mechanicsville, N. Y.: 1. Rock Island and Mo. Pac. are both in the hands of receivers and of course must pay heavy assessment. 2. Of your list of long-pull speculations, C. & G. W. Pfd. or O. & W. look the best. 3. Chile Copper is a Guggenheim enterprise with extensive properties, is very heavily capitalized and has a bonded debt of \$15,000,000. Utah Copper looks like a better purchase.

Bunco, Buffalo: The U. S. L. & H. Co., which was reorganized by those who took it out of the hands of a capable directorate, is now sought to be reorganized again by those who promised to put it on its feet. The best thing for the property would be the restoration of control by those who had put their money in its upbuilding and who, if they had been left alone, would have made it a dividend-payer again.

H. F. B., Pittsburgh: Standard Oil of New Jersey, the parent Company, is regarded as the best of the oil stocks. Most of the leading companies are showing good earnings and in these the S. O. of New York should share. You ought to be able to sell without a loss. Erie first pfd. is hardly in the investment class, and probably will not be for a long time to come. The dividend payers, like Southern Pacific, U. P. and Atchison, look better.

T. I. B., Denver: The main advantage of listed stocks and bonds is that more information is known about them than about unlisted securities. Generally speaking, the listing indicates that they are issued by the larger and better known companies. This is only a superficial test, as some of the strongest, best-paying securities are unlisted. The Standard Oil stocks, for example, are traded in only on the Curb. Many unlisted securities are poor investments, but the fact that a security is not listed is no sign that it is not meritorious.

R. H. K., Cleveland: A good profit is always a wise thing to take, especially after the market has had a well-sustained rise, for chances then favor a reaction and lower prices. Bonds netting 6 per cent. are not readily found among the gilt-edged railroad securities largely because these have been in greatest demand for many years. You can get them among public utilities, industrials, real estate and farm mortgages. Write to well-established bond dealers for their lists, select those that are most attractive, and ask all the information you desire regarding them.

S., Fond du lac, Wis.: 1. The high price of a stock does not preclude its purchase. It only means that you buy a less number of shares than of some other security selling lower. I would rather have five shares of a high quality stock selling at \$200 a share than to have 50 shares of a purely speculative stock selling at \$20 a share. 2. The condition of the oil market is favorable to all the great dividend-paying oil concerns. 3. The tendency to treat the railroads more fairly, if it crystallizes into positive action, will make all the first-class railroad stocks, and especially the pfd. issues, look attractive.

O. C. K., Ottumwa: Under the partial-payment plan you can start to buy a single share of stock or a \$100 bond with payments in some cases as low as \$5 or \$10. Or the same amount which would buy one share or bond outright can be first payment on from five to ten. If they advance before you finish paying for them, you have an average cost below that of buying them outright singly. Instead of buying one share or bond outright you can diversify your investment to cover five to ten different securities. There is a great incentive to save and invest when you have regular monthly payments to make.

S., Bainbridge, N. Y.: It would not be wise to sacrifice any of the stocks on your list at present, because of the decided growth of the sentiment in favor of constructive legislation, a sentiment that both political parties, I believe, will feel bound to respect. The market is bound to have some setback before Spring, and if you took your profit, you would probably have an opportunity to repurchase to advantage. A good invest-

ment for a few hundred dollars would be diversified \$100 bonds, including some of the listed ones and first-class small real estate or farm mortgages, which no panic in Wall Street could affect.

Real Estate Chance, Phila.: Crawford & Conover, who have been announcing the sale of lots on Exposition Heights, Seattle, from \$375 apiece and upwards, by payment of \$25 down and \$10 a month thereafter, are closing out their large real estate interests in Seattle because of the serious illness of the senior member of the firm. These lots are well located and the property is handsomely laid out in a part of the city which, I noticed, on a recent visit, promised growth. I have always been a believer in Seattle and twenty years ago advised friends to invest in real estate in that city. Those who did achieved handsome profits. With the opening of Alaska, Seattle will have still greater growth. Since the panic of 1907, real estate in all our large cities has been depressed, but it is now rapidly recovering. Seattle is one of the healthiest cities in the world. I cannot give you the description. Write to Crawford & Conover, Crawford & Conover Bldg., Seattle, Wash., for the description and map.

New York, December 16, 1915.

JASPER.

## SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of LESLIE'S, follows:

A free booklet and lists of 7 per cent. first mortgage loans from \$300 upward can be had on application to Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla.

A revised edition of the "Investor's Guide" of nearly 300 pages can be had without charge by writing for a copy to L. R. Latrobe & Co., 111 Broadway, New York. It is full of information.

A list of six of the most attractive dividend-paying stocks, best suited to the careful investor has been prepared by John Muir & Co., members New York Stock Exchange, 60 Broadway, New York. Write to this firm for its "List No. 43."

Depositors in savings banks who would like to increase their income are invited to communicate with the Salt Lake City Security & Trust Co., Salt Lake City, Utah, in regard to the 6 per cent. secured certificates sold by this well-known financial institution in denominations of \$100 and upward.

In many localities savings bank deposits are limited to a fixed amount. This does not debar banking by mail, which can be very easily done by a convenient plan described in free "Booklet L." Write for a copy to the Citizens Savings & Trust Co., Cleveland, Ohio. This company has assets of over \$50,000,000 and pays 4 per cent.

A 6 per cent. mortgage bond of a prominent bank in denomination of \$100 is offered at 92 and accrued interest. It is highly recommended by Keane, Zayas & Potts, members New York Stock Exchange, 15 Broad St., New York. These bonds are free from normal income tax, and applications will be filled only while the issue remains unsold. Write to the above firm for their descriptive circular "No. L10."

A plan adapted to persons of moderate means by which they can become owners of high-grade dividend-paying securities on the partial-payment plan, involving a small first payment, is outlined in an interesting booklet just published by Harris, Winthrop & Co., members New York Stock Exchange, 15 Wall Street, New York, or The Rookery, Chicago. Write to the above firm for a copy of the free "Booklet No. 30."

At this time when great care is exercised by investors to diversify their investments, and when real estate mortgages are in increasing demand, S. W. Straus & Co., mortgage and bond bankers, Straus Building, Chicago, or 1 Wall Street, New York, invite investors to send for a copy of their free "Booklet No. A-602." Straus & Co. have for many years been selling first mortgage real estate 6 per cent. bonds in denominations of \$100, \$500, and \$1,000.

The rise in Standard Oil subsidiaries based on their large earnings and generous dividends and prospects of still higher returns has led to the compilation of an interesting circular entitled "The Oil Special." These stocks can be bought on the easy Twenty-Payment Plan, so that the purchaser can have the benefit of any further rise. Write to Slatery & Co., investment securities, 40 Exchange Place, New York, for their "Oil Special and Free Booklet 7-D."

High-class farm mortgages were never in greater demand, largely because they yield 6 per cent. and are not affected by panics. Savings bank investor, receiving 4 per cent. can increase their income by 50 per cent. by buying first-class 6 per cent. farm mortgages, in denominations of \$100, \$500, and upward. The fact that so many banks, insurance companies and other shrewd investors prefer this form of security calls the attention of other investors to their merits. A very interesting and instructive free booklet entitled "Farm Mortgages" can be had by writing for "Booklet 101" to the Investment Department, American Trust Co., St. Louis, Mo.

YOU are sure to be interested in next week's issue of Leslie's; it's the 25th anniversary of the famous "Jasper department" of Leslie's.

1890 For twenty-five  
1891 years Jasper has  
1892 been interpret-  
1893 ing to investors,  
1894 particularly, but  
1895 also to business  
1896 men generally,  
1897 what the signs  
1898 on the business  
1900 horizon mean.  
1901 He has seen  
1902 "bull markets"  
1903 and panics come  
1904 and go; financial  
1905 leaders rise and  
1906 fall; the true  
1907 prosperity of the  
1908 country rise  
1909 above each  
1910 period of depres-  
1911 sion or over-ex-  
1912 pansion, alike.

What he has to say, both in his review of twenty-five years of financial history, his forecast for 1916, and advice about various forms of investments, will be of unusual interest. Be sure to see the December 30th issue of

**Leslie's**  
Illustrated Weekly Newspaper  
225 Fifth Ave., New York City

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Fun for three months with five of the pennants.

Film Fun tells you about the *laughs that never reach the screen.*



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FLORA FINCH  
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DUSTIN FARNUM  
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GRACE CUNARD  
BILLIE RITCHIE  
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JANE GAIL  
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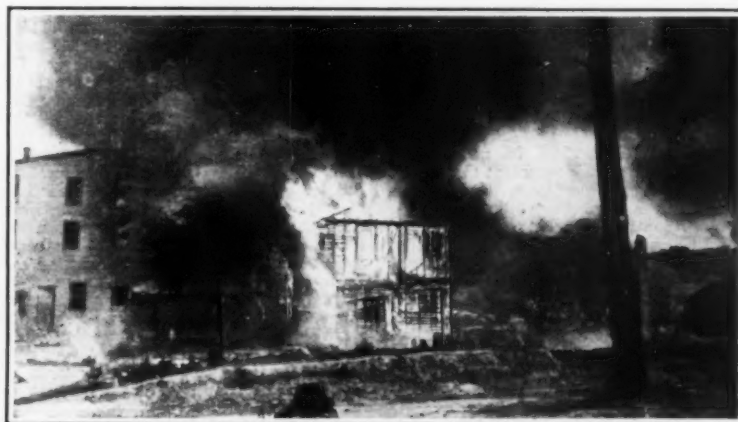
One dollar a year 25 cents for 3 months  
Ten cents a copy

## LATE NEWS IN PICTURES



HOPEWELL THE WONDER TOWN OF VIRGINIA

This town sprang up in a few months beside the Du Pont Powder company's plant at City Point, Va., on the James River. Hopewell attained a population of 27,000 in less than eight months, and was in its earlier days the toughest town under the Stars and Stripes. Governor Stuart of Virginia ordered a cleaning up, after which it was not good form to "pack" more than one gun at a time, nor to play faro in full view of the street. While the buildings were mostly of the "shack" variety, real estate prices soared to preposterous figures. Two lots in the business section, where land a year ago was worth \$20 an acre, sold last fall for \$16,000. The population was made up of employees of the powder company and those who wanted to share in the company's payroll of \$800,000 each fortnight.



FIRE SWEEPS THE MUSHROOM POWDER PLANT TOWN

On December 9th fire started in a Greek restaurant in Hopewell, and swept the town, destroying more than 400 buildings and inflicting a loss of \$1,000,000. Thousands of people were left homeless and sought shelter in Petersburg, nine miles away, and in Richmond, 20 miles away. When the fire was at its worst looting started and one negro was lynched for stealing clothing from a pile in the street. State militia took charge of the situation. The work of rebuilding Hopewell in a more substantial fashion is already under way. It is stated that the town will continue to be prosperous after the European war, as the Du Pont plant is supposed to be a permanent one.



FAMOUS PACIFIC COAST RESORT BURNED

The town of Avalon on Santa Catalina Island, off Los Angeles, was half destroyed by fire on November 29th. The Pilgrims' Club, the Tuna Club, the Hotel Metropole and many other places well-known to tourists are gone. The loss is placed at \$500,000. Incendiarism is suspected.

In answering advertisements please mention "Leslie's Weekly"



# NEWS IN PICTURES 50 YEARS AGO

REPRODUCED FROM THE 1865 FILES OF LESLIE'S WEEKLY



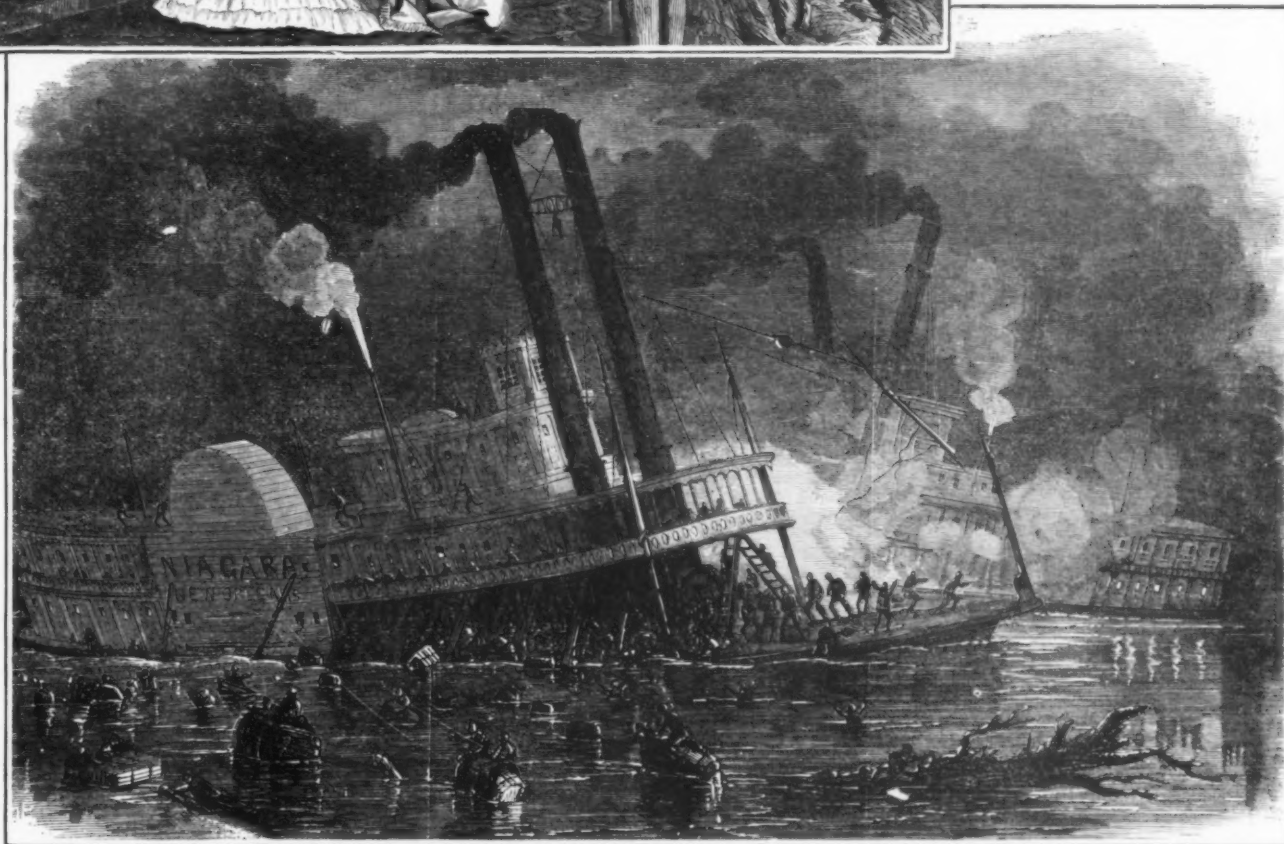
NEW YORK SPORT IN 1865

Car racing on the Bowery was one of the excitements of metropolitan life in the early 60's. Several competing street railroads ran on this once famous thoroughfare. When cars of opposing lines came side by side, it was often the drivers' custom to whip up their horses to full speed and dash along the tracks recklessly, endangering the limbs and lives of passengers and pedestrians. These events always afforded much amusement to crowds of spectators, except when casualties occurred, arousing public indignation. Finally the abuse was suppressed by the police. The Bowery to-day is traversed by an elevated railroad and several trolley lines. Most of the lawlessness which formerly flourished there has disappeared and the street has lost many of its old-time features.



A WAR HERO  
ENTERTAINED

Grand reception to Lieut. Gen. U. S. Grant at the Fifth Avenue Hotel, New York City, November 20, 1865. This was one of the most notable functions of that year. General and Mrs. Grant were escorted to the scene by Henry Clews, representing the reception committee. The hotel parlors were handsomely decorated and over 3,000 persons, including many prominent citizens, shook hands with the guest of honor. A large crowd in front of the building cheered the general, who appeared on the balcony and acknowledged their greeting. The reception was followed by a banquet and speech-making and there was a fine display of fireworks in front of the hotel.



A FEARFUL STEAMBOAT DISASTER

Collision of the Steamers *Niagara* and *Portboy* on the Mississippi River during the night of November 24, 1865, seven miles above Helena, Arkansas. The *Niagara* was carrying discharged colored soldiers who had served in the Union army. This vessel sank drowning 100 of her passengers who had come forth

unscathed from the battlefields of the South to meet a less heroic fate. The scenes on board and on the surface of the river after the crash were described in the newspapers of the time as terrible. The *Niagara* was a fine steamer and was valued at \$150,000. She was a total loss. The *Portboy* was not seriously injured.



# Victor Records are ideal for Christmas

Any Victor dealer will gladly give you a list of the newest Victor Records and play any music you wish to hear.

Vicrolas \$15 to \$350. Victors \$10 to \$100.



**Victor Talking Machine Co., Camden, N. J., U. S. A.**  
Berliner Gramophone Co., Montreal, Canadian Distributors

Always use Victor Machines with Victor Records and Victor Needles—the combination. There is no other way to get the unequalled Victor tone.

New Victor Records demonstrated at all dealers on the 28th of each month